VJ DAY ANNIVERSARY EDITION

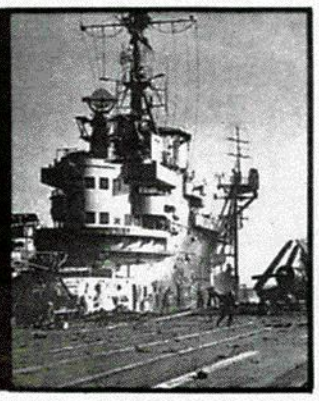
Navy News

AUGUST 1995 50p

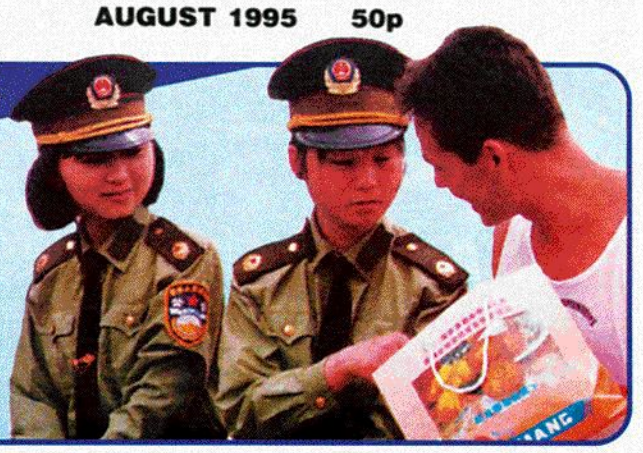
FORGOTTEN FLEETS REMEMBERED

NAVY NEWS' 12-page supplement in this issue charts the fierce campaign fought 50 years ago by the British Pacific and East Indies Fleets, mainly through the experiences of the men who took part.

Also, in page 2, there is a complete list of VJ events during August and September. Among them is the two-day reunion at Portsmouth, where the Veterans' Centre will display the symbol on the left, designed by intermediate GCSE art students at Fareham College.



CENTRE PAGES



FAIR COPS: Cpl Jenks Jenkins RM shares his packed lunch with two Chinese policewomen at the first World Dragon Boat Racing Championships at Yue Yang.

MIND THE GAP!



HMS INVINCIBLE launches a Sea Dart anti-aircraft missile during practice firing in the Bay of Biscay while on her way to the Adriatic to support UN troops in Bosnia.

Short-term pain warning as job cuts take effect

ALMOST 90 per cent of the 2,394 naval personnel selected for redundancy are volunteers, the Second Sea Lord has revealed in a signal. They will leave over seven months from the beginning of November — a large-scale reduction which, it is warned, will make drafting turbulence inevitable and could result in short-term gapping of posts.

The job cuts, announced in December as a result of the Government's Defence Costs Study, include an admiral — Rear Admiral Robin Shiffner, believed to be the first flag officer to be made redundant since Nelson's time.

His post as Director General Fleet Support (Equipment and Support) disappears under reorganisation of Naval Support Command.

In his signal to commanding officers, the Second Sea Lord (Admiral Sir Michael Boyce) said the large numbers of leavers would affect appointing and drafting flexibility in the categories concerned and "some turbulence" was inevitable.

"Short-term gapping may have to be accepted, and opportunities for release at less than normal notice under PRV (premature voluntary release) or redundancy may reduce."

It is even possible that some ratings who have been selected for redundancy may have to return to sea for a short time until replacements can be found. Maintaining

● *Turn to page 14.*

Invincible 'ready to do the business'

HMS INVINCIBLE is on station off Bosnia and, says her commanding officer, she is ready for any action which NATO orders.

"We are on offer to NATO to take part in any operation which they deem necessary," Capt Ian Forbes told *Navy News*.

"I have a highly professional team who are aware of how volatile the situation has become over the past three to four weeks. They have every expectation that they will be called upon, and are ready to do the business."

Captain Forbes was talking the day after Invincible relieved HMS Illustrious, and as *Navy News* went to press he expected "imminent deployment" of the ship's Sea Harriers on Operation Deny Flight patrols to enforce UN resolutions.

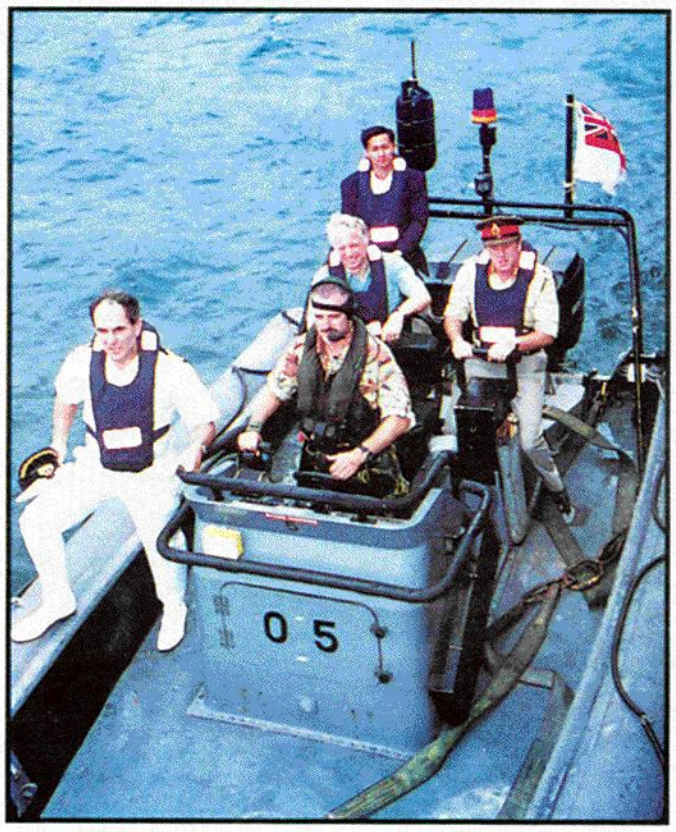
As with Illustrious, HMS Invincible is equipped with the Sea Harrier FA2 (see page 11).

"They are extremely capable, multi-mission aircraft," said Capt Forbes. "They are operating well and the aircrew are very pleased with their performance."

Under fire

A Sea King helicopter of 845 Naval Air Squadron sustained minor damage when it received small fire arms fire from the ground in the Mount Igman area on July 24.

No one was injured and the aircraft proceeded with its task of supporting British troops. It landed safely at Gornji Vakuf.



LCpl Tommo Tomlinson RM helms a fast patrol craft with the Governor, Mr Chris Patten, Major General Bryan Dutton, Commander British Forces, Chief of Staff Capt Peter Melson and the Governor's PA.

Rough ride for Chris Patten

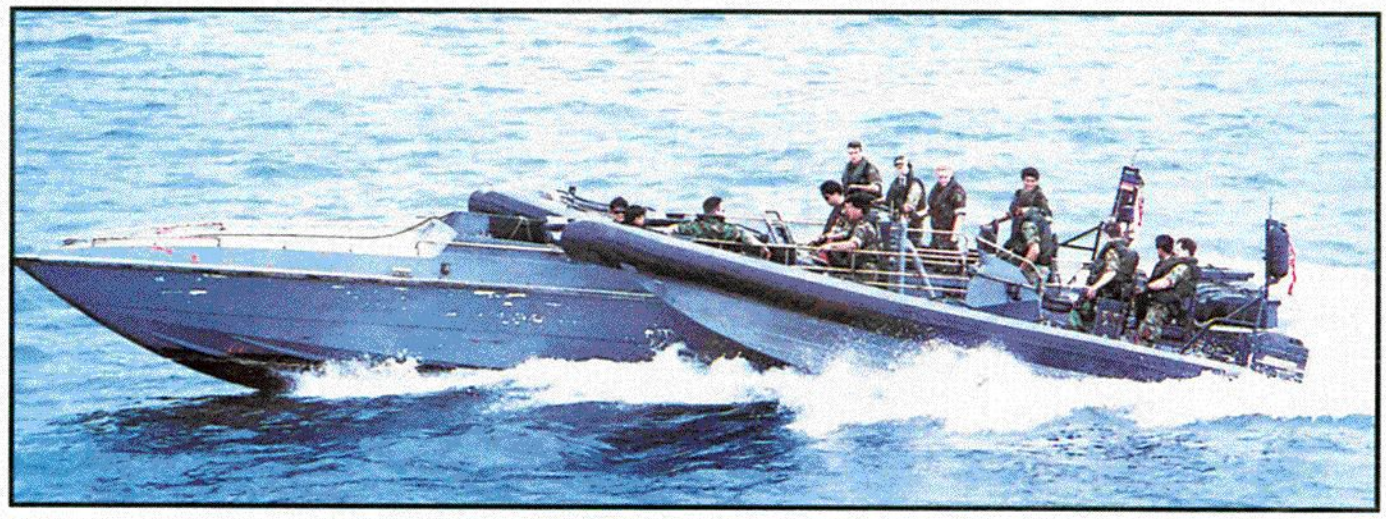
HONG KONG Governor Chris Patten spent a day at sea to watch the Royal Navy's patrol vessels in action off the New Territories.

The Governor took a Royal Marines Fast Patrol Craft (FPC) to HMS Plover in Long Harbour, Mirs Bay.

On board, he was briefed about the Navy's capabilities and watched Royal Marine FPCs chase and board a smugglers' speedboat provided by Marine Police.

An airborne search and rescue operation was staged by a Wessex helicopter from 28 (AC) Squadron, RAF Sek Kong, which included the recovery of a "casualty" from the sea.

HMS Plover and HMS Starling demonstrated some high-speed inter-ship manoeuvres and carried out a light-line stores transfer. Mr Patten was accompanied throughout the visit by Major General Bryan Dutton, Commander British Forces.



A Royal Marines Fast Patrol Craft (FPC) intercepts a "smugglers" speedboat driven by Marine Police.

Dryad honoured

HMS DRYAD has become the first RN establishment to be awarded the freedom of the City of Winchester.

Officers and ratings from the School of Maritime Operations marched through the City for a formal ceremony in front of a VIP audience including the new First Sea Lord, Admiral Sir Jock Slater, and Flag Officer Portsmouth.

The Mayor of Winchester, Councillor Patricia Norris, presented a freedom scroll to Dryad's CO, Capt Andrew Ritchie, and took the salute.

● Commodore Richard Moore, Commodore Minor War Vessels, has officially opened Dryad's Coniston building for minewarfare training.

The move ends 72 years of shore-based torpedo and mine training at HMS Vernon (more recently HMS Gunwharf Nelson) but brings the training into the mainstream of SMOPS work.

New Type 23

THE NAVY'S newest frigate has been commissioned in Portsmouth. The Type 23 HMS Richmond became the first major new warship to commission at the naval base for more than six years.

The ship has already completed extensive noise ranging trials off Scotland. Her next trials will include the proving of the second part of her command system. She is expected to join the Fleet in the middle of next year as part of the Fourth Frigate Squadron.

Guests

The Lady Sponsor was Lady Hill Norton, with the Duke and Duchess of Richmond and Gordon as principal guests. Flag Officer Portsmouth and Flag Officer Surface Flotilla also attended the ceremony which was supported by Royal Marine musicians and followed by a reception.

The ship was blessed by the senior chaplains and the Captain's wife, Kate Underwood, cut a commissioning cake with the youngest member of the ship's company, OM Hayes.



Alice Brooksbank (2), daughter of HMS Richmond's first lieutenant, presents a bunch of flowers to the CO's wife Kate Underwood. Picture: LW(PHOT) Taylor

Far Eastern campaigners remembered

THIS MONTH Britain is paying a sombre and fitting tribute to all those who fought the Japanese or were killed or captured in the campaign.

Thousands of veterans are expected to take part in the main events in London on August 19 and 20, which include an open-air service outside Buckingham Palace and a March Past down The Mall.

Viscount Slim, President of the Burma Star Association, said that the occasion was one of remembrance and was not a time to forget past atrocities.

At the official launch of the Government's VJ-Day plans to mark the end of the war, he said: "I do not believe that the British ever faced a more courageous or tenacious enemy."

"However, the way our prisoners and wounded were treated was something we will never forget. If you want to forgive, that is an individual business, but no one will forget."

Bells

Churches all over Britain will ring out their bells and hold memorial services on Sunday August 20.

A two-day event for anyone who served in the British Pacific and East Indies Fleets will be held in Portsmouth from September 2 to 3. Full details of this and the main VJ events throughout Britain are given on this page.

☐ The Royal British Legion plans to release a quarter of a million balloons from Portsmouth on August 15, one for each British life lost in World War II.

The Legion hopes people will sponsor the numbered balloons for £1 each to raise money for their welfare services, and is offering prizes for those which fly farthest. If you would like to enter, send a cheque or postal order to The Fundraising Division, The Royal British Region, 48 Pall Mall, London, SW1Y 5JY.

All welcome at Southsea

British and Commonwealth Pacific and East Indies fleets veterans are gathering at Portsmouth on September 2 and 3 for the 50th anniversary commemoration of the end of the war.

Saturday Sept 2

11.00 BPF/EIF Fleet Air Arm Service of Remembrance, H.M.S. Daedalus, Lee on the Solent.

16.30 Splice the Mainbrace Guildhall Square, by courtesy of Woods "100 genuine Navy Rum".

18.00 Beat Retreat Guildhall Square — The Band of Her Majesty's Royal Marines.

18.30 Civic Reception, Guildhall.

Sunday Sept 3

09.30 Veterans assemble Castle Field, Southsea.

10.40 Veterans step off Castle Field, Southsea.

11.00 Drumhead Service, War Memorial, Southsea Common.

11.40 Fly-past War Memorial, Southsea Common.

12.00 Veterans step off for march past, War Memorial, Southsea Common.

12.30 Veterans fall out, Castle Fields, Southsea.

13.00 Souvenir Beer issue, Castle Fields, Southsea by courtesy of George Gale & Co Ltd.

15.00 Service of Dedication for Stained glass window & brass plaque, Portsmouth Anglican Cathedral.

19.30 VE & VJ Musical Finale by the Band of Her Majesty's Royal Marines, Royal Marines Museum Eastney.

21.00 Conclusion.

A veterans' centre will be open in the Guildhall from the evening of Friday September 1 until the evening of Sunday September 3. All veterans and their families will be welcome.

An information centre can be contacted on the following numbers: 01705 834925/834927/834928/834929/834930. Fax 01705 834926.

Events in UK and abroad

MAIN EVENTS

AUGUST

1-21st — Edinburgh Tattoo.
11-13th — Southport celebrations.
12th — Weston-super-Mare service at war memorial; Eastleigh Tattoo.
12-13th — Liverpool Beat Retreat, concert, service and parade.
12-14th — Pwllheli commemorations.
13th — Plymouth Hoe commemorations; Liverpool Cathedral service and parade; 3 Special Service/Cdo Brigade reunion at Southsea.
14th — Bude celebrations.
15th — Australia victory parade; Stoke-on-Trent memorial concert; Portsmouth massed bands extravaganza, reception and concert; Cambridge concert.
16th — Portsmouth parade and drumhead service and Southsea military tournament.
17th-21st — Torbay, Cardiff, Belfast, London and Leith commemorations.
18th-21st — Swansea commemoration.
18th-22nd — Avonmouth and Bristol commemoration.
19th — 1200, open-air service at Buckingham Palace; 1300, Tribute and Promise procession in central London; 1500, Commonwealth Defence Chiefs' lunch, veterans march past the Cenotaph; 1935, Fly past and helicopter display along the Thames; 2115, fireworks along the Thames. Carlisle Beat Retreat and concert.
19-20th — Bridlington ball, parade and civic reception; Milford Haven celebrations.
20th — National church services at St Giles Cathedral (Edinburgh), Llandaff Cathedral (Cardiff) and St Anne's Cathedral (Belfast); veterans' parades in Cardiff and Belfast; Beat Retreat and Sunset ceremonies in London, Edinburgh, Cardiff and Belfast; Bury St Edmunds parade; commemorations at Brentwood, Paignton, West Bromwich and Pembroke Castle; church services in N. Yorks and at Melrose Abbey; York church service and parade (am) and Beat Retreat (pm); services and parades at Carlisle and Manchester; Gosport peace candle service; Liverpool Tribute and Promise service; Plymouth church service, march-past and Sunset ceremony; drumhead service at Battle; Exeter parade, cathedral service and reception; Crewe combined drumhead and thanksgiving service and reunion. 2030, Beating retreat, Horse Guards Parade, London; 2120, Sunset ceremony.
26th — SSAFA air display at Church Fenton/Elvington.
26-27th — Carlisle weekend of commemoration (open-air concert on 26th).
28th — Hong Kong liberation parade, service of remembrance and wreath-laying.

SEPTEMBER

1st — Portsmouth commemorations and ships squadrons reunion.
1st-3rd — Vienna celebrations.
2nd-3rd — Southsea open-air concert.
3rd — Southsea Common drumhead service; Portsmouth Cathedral plaque and stained glass window dedication; Portsmouth farewell concert; Southport air show and ex-Service parade.
5th — Singapore celebrations.
8-10th — Prague celebrations and international festival of military hands.
10th — Duxford air show; Colchester commemorative service; Worcester county rally.

OCTOBER

18th — New York international ceremony.

NOVEMBER

6-7th — Colchester Freedom of Borough and church service.
11th — Washington DC parades and TV spectacular.

Fishermen's friends

A SEARCH and Rescue Sea King of 771 Sqn at RN air station Culdrose was scrambled to the aid of a Spanish fisherman 240 miles west of the Helston base.

Juan Traueso had severed two fingers of his right hand while working with the Spanish fishing fleet off the Scillies.

Because of the distances involved, a second Sea King was launched as a back up while a Nimrod from Kinloss provided radio and radar cover during the operation.

● Right: Senor Traueso leaves the helicopter at Culdrose for transfer to Treliske Hospital, Truro.

Meanwhile on the far side of the globe engineers from HMS Sheffield saved a Singapore fisherman from a long night adrift in the Malacca Straits — one of the world's most dangerous sea lanes.

The tiny vessel's engine had failed 15 miles east of Johor and it was stranded at the mercy of local pirates as well as the continuous stream of merchant shipping when the Type 22 frigate's alert bridge team spotted it.

● Inset: POMEM George Henderson soon diagnosed the problem and fitted a replacement part — and Sheffield had fish pie for dinner, a token of thanks from the grateful fisherman.



Nelson - all the gory details

NELSON relics including the musket ball that killed him and the uniform he was wearing at the time are included in an exhibition to mark the 200th anniversary of the "Nelson Decade" at the National Maritime Museum.

These two items — the former on loan from The Queen — are reunited for the first time since Nelson's death, the hole in the tunic where the ball passed through clearly evident.

Originally in the possession of Sir William Beatty, the surgeon who attended Nelson at his death, the ball was presented to Queen Victoria in 1852 and is normally on display in the Grand Vestibule at Windsor Castle.

The exhibition opens on October 21 and will run for the duration of the anniversary decade that covers Nelson's most spectacular successes.

Tourniquet

Other items relating to the hero's injuries include a tourniquet used to stem the flow of blood during the amputation of his arm — and a fragment of a muff to cover the stump made by Sicilian ladies from the beards of oysters.

Over 600 artifacts, ship models and paintings combine with high-tech audio-visual displays to tell the Nelson story, led by a dramatic computer-animated version of the Battle of Trafalgar from Jim Henson's Creature Shop.

Handwriting

At centre stage is Turner's painting of the battle — his largest canvas — backed by a reconstruction of part of the home Nelson shared with Lady Hamilton at Merton.

● Studies of Nelson's handwriting from several hundred letters in the museum's possession are now said to show a character mellowing with age. Consultant graphologist Olivia Graham finds he was leading "a full, happy and more balanced existence" — after the loss of his right arm.

Forceful reminder

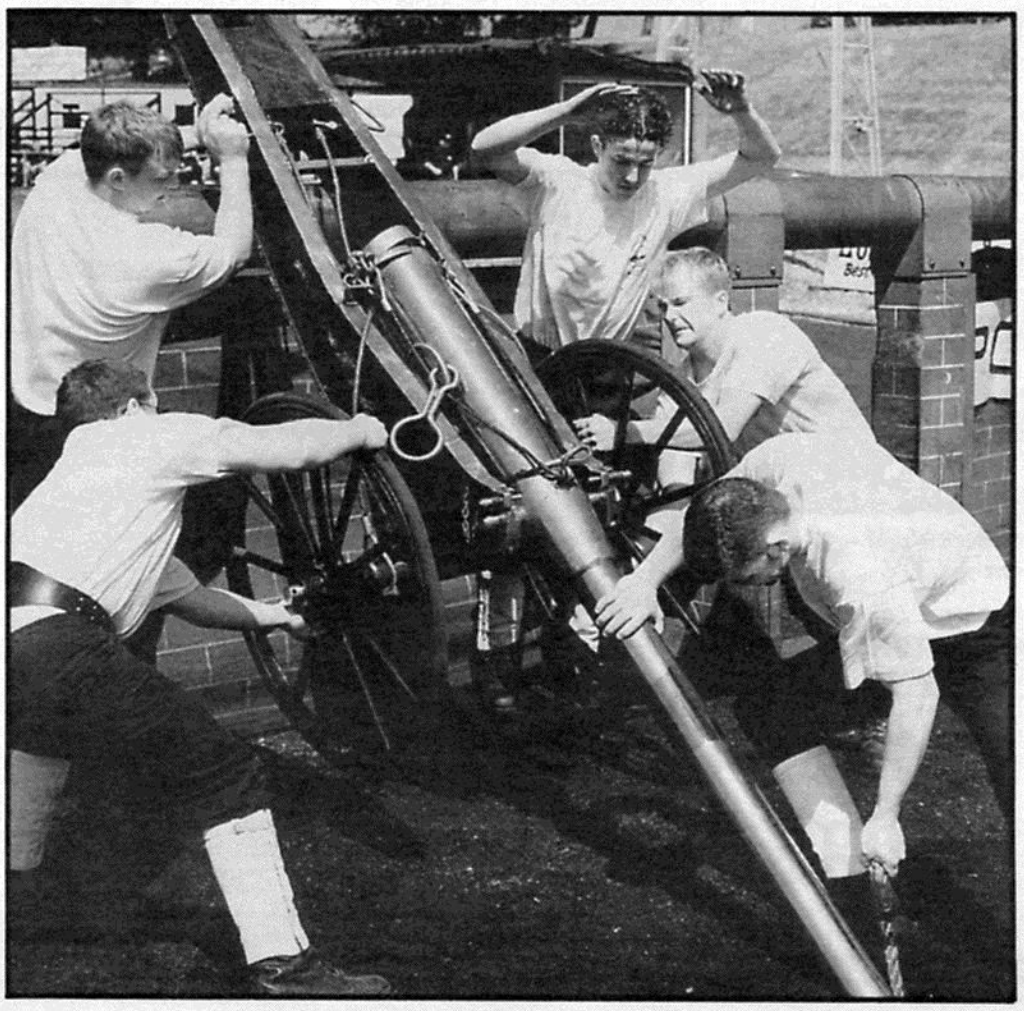
RETIRED members of the Royal Marine Auxiliary Service were given a nostalgic cruise around Devonport in the RMAS tug Forceful.

Stretched out

AS THE Navy's field gun teams limbered up for their annual struggle for supremacy at the Royal Tournament, the Manchester Youth Team was also thrilling the crowds at HMS Excellent.

HMS Daedalus saw its last series of public runs last month — the Fleet Air Arm team will transfer to Culdrose with the closure of the Lee-on-the-Solent air station next year.

And it has been revealed that the Navy's mast-manning and window ladder display teams are to fold due to declining availability of manpower.



FIRST TIME AT SEA FOR SOMERSET

HMS SOMERSET, 11th of the Type 23 Duke Class frigates, was at sea for the first time last month, on propulsion machinery trials off the coast of Scotland.

When she is accepted into service later this year as part of the Plymouth-based Sixth Frigate Squadron, many of her 180 crew will come from the West Country.

Built by Yarrow Shipbuilders Ltd on the Clyde, HMS Somerset was launched in June last year by Lady Layard, wife of former Second Sea Lord Admiral Sir Michael Layard — who live near Langport, Somerset.

Sally shoots first

LT Sally Roots, RN won the Royal Navy and Royal Marines Queen's Medal for combat shooting at Bisley — the first woman in the British Armed Forces to do so.

She also captained the winning Great Britain Service Rifle Team — full report and pictures next month.

● See also page 30.

Harbour scenes sold

A PAIR of paintings by William Anderson (d 1837) of HMS Victory and HMS Prince and of the brig rose, both in Portsmouth Harbour, was sold for £18,400 at Sotherby's last month.

Another by the same artist, of HMS Sybil engaging the fort in the Bay of Bengal in 1799 went for £5,750.

Ton up

CONGRATULATIONS to ex CPO Louis West of Lymington, Hants, who celebrated his 100th birthday last month.

Russians and Poles in port

THE NAVIES of two former Warsaw Pact countries were welcomed at Portsmouth last month.

Polish sailors and 59 naval cadets from the training ship ORP Gryf were in the city while 50 musicians of the St Petersburg Admiralty Navy Band — formed by Peter the Great in 1711 — stayed at HMS Nelson while giving performances at Eastbourne and the Isle of Wight.

The band returns to Portsmouth to play at the Portsmouth and Southsea Show on August 4 and 5 and at the Guildhall on the 6th.

Drafty... Supply & Secretariat

FROM FEAST TO FAMINE

FOR THE last year we have been dealing with the reduction of surplus numbers of ratings in the wake of the Options for Change defence review and the consequent phase of redundancy.

This entailed a general reduction in planned manpower available, but as ever the departure of the corresponding billets always seemed to lag behind.

While not without its impact on the shore units, there was a degree of fat in the system which could withstand the weight-loss as the Navy moved towards the lean-manned service of the late 1990s.

Timing is crucial

Then along came the Defence Costs Study or 'Front Line First'. Another 2,000 redundancies were sought from most branches and these were announced on July 7. This time, the timing of the departures will become far more critical in terms of the end dates of billets, as there is already gapping ashore in the Steward and SA branches. There are already shortages of employable people in some areas.

The prospect of early discharge for future applicants, be they notice-givers or redundancies is likely to become more difficult as the year moves on. Whereas early release allowing for drafting notice of a relief was a good prospect in previous phases, now achieving the time-

FRONT LINE FIRST

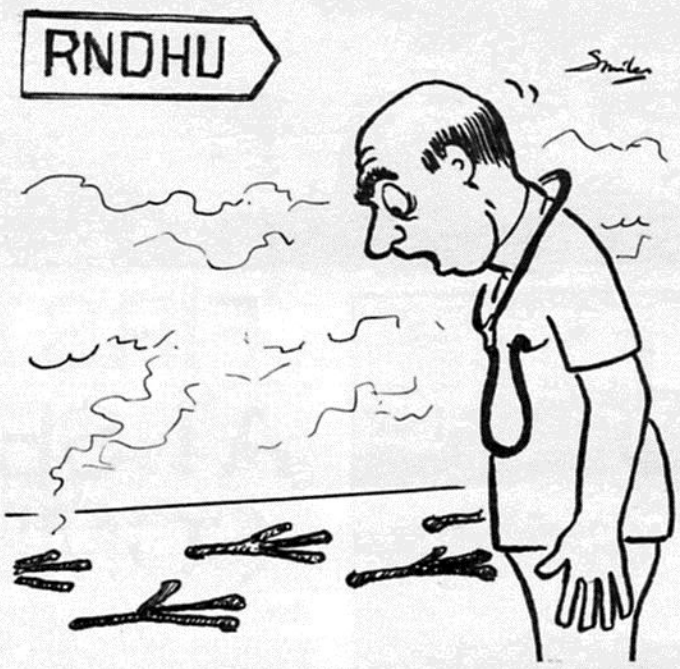
ly arrival of a replacement in three or five months time will most likely create a gap elsewhere.

Although on paper, there should be sufficient people to fill all the live billets, Drafty has to manage with somewhere between 6-10% of the workforce being unavailable due to sickness, compassionate leave or other reasons.

Although many of these ratings are employable in a limited way ashore, they are frequently in the wrong place and hence create a gap elsewhere.

Drafty continues to represent to the manpower planners and Branch Managers in the Directorate of Naval Manpower any crucial problems arising from the current reductions in service people and jobs, both in the interests of the individual and the Royal Navy as a whole.

In the meantime, Drafty will do everything he can to make good the local shortages as fast as he can, but both the Fleet and the shore establishments may have to wait a little longer in future.





Derriford rises from the ashes

IT HAS finally gone even though they said it would not! Many had tried before and some had even resorted to violence to remove it. Bombs and fire, lightning and storms have all failed in their attempt but finally it has crumbled and the mighty blow that sealed its fate was delivered by the humble pen.

No, Drafty has not yet started to lose its marbles, but has just spent a few moments reflecting on his West Country roots and on what some would declare as the sad demise of RN Hospital Stonehouse.

Now that the nostalgic moment has passed, a quick reappraisal on the last three months turmoil in drafting terms gives a clear view forward in the shape of the branch to come. RNDHU Derriford has risen like the Phoenix from the ashes of RNH Stonehouse. The first draft of personnel have joined, settled and are now working alongside their civilian colleagues.

This happened in a very short period and with little turmoil to the service provided to our customers. The billets in RNH Gibraltar were all enddated and RNH Haslar's scheme of complement was increased. DCS 15 numbers were refined and the redundancy boards have sat.

Redundancies have been announced and Drafty is working hard to put people in the right place to go. Please bear in mind that this will take a little time as the jobs that will be lost do not come off line until April 1, 1996, at the earliest and will have to be covered until that date.

Those wishing to go earlier must submit a C240 through the normal divisional chain but be warned; *do not commit yourself* until CND has given approval as refusal could result in disappointment.

Departures

Having painted the picture a very dark shade of grey for the next six to nine months, there is at least one bright spot on the canvas for POWWTR Sue Lewis who has herself been drafted out of Centurion and away from the daily drama of the Medical Desk.

After a difficult job, well done, she has been selected to go on 'Operation Outlook' to Australia and she leaves with our best wishes for the future. In her place will be POWWTR Jackie Morgan who is no stranger o drafting and who will strive to provide the usual high standard of service. Lt Cdr Roger Pullyblank remains as the medical section Drafting Officer.

AWARDS FOR D4 TEAM

TWO MEMBERS of the D4 team were recently presented with CND's 1995 Efficiency Awards for their significant contributions over the last two years.

Yvonne Friend joined Submarine Drafting in 1992 and recently moved to the staff of the Naval Secretary. POWTR Tony Clews joined Drafting in 1993 and will return to sea in HMS Nottingham in the summer.

Professional courses

MORE ratings have successfully completed their professional qualifying course than are now required, so a number of courses have been cancelled or had their size reduced during 1995/96. The position is subject to review by the Supply Branch Management Committee (SBMC).

Preferences

FORMS C230/C240 are the only means by which individuals are able to convey their preferences to Drafty whose main aim is to place everyone in their first preference area whenever possible. Currently, the record shows that upwards of 80% 1PRE drafts are being achieved in most S&S categories. But with impending establishment closures it remains to be seen how long this can be sustained.

Remember that Drafty is working at least six months ahead for sea jobs and three months ahead for shore. Any changes to personal circumstances or preferences should be notified as soon as possible in the normal manner. When you receive a non-preference draft, unwelcome though it may be, do take account of your previous good fortune and remember why you receive the 'X' factor.

LFS Drafts

Local Foreign Service candidates with a seagoing liability will normally be considered on completion of a sea draft.

It is essential therefore that preferences be made known early as the selection/clearance process can take six to nine months, and in some cases even longer, in advance of the joining date. Identifying your LFS preference on a REDXDPC will be too late!

The Team

Drafting Commander Cdr Michael Bates	2381
Medical Ratings Lt Cdr Roger Pullyblank POWWTR Jackie Morgan	2570
SA/WTR Ratings Lt Cdr Bryan Ward	2455
Office Manager CPOWTR Kevin Rowe	2443
WTR all Rates LWWTR Julie Madelin	2505
SAs all Rates POWTR Fletch Fletcher	2444
CK/STD Ratings Lt Cdr Terry Morris	2456
CK Senior Rates POWWTR April Stone	2446
CK Junior Rates POWTR Spider Webb	2575
STD Junior Rates LWWTR Donna Buchanan-Bell	2575

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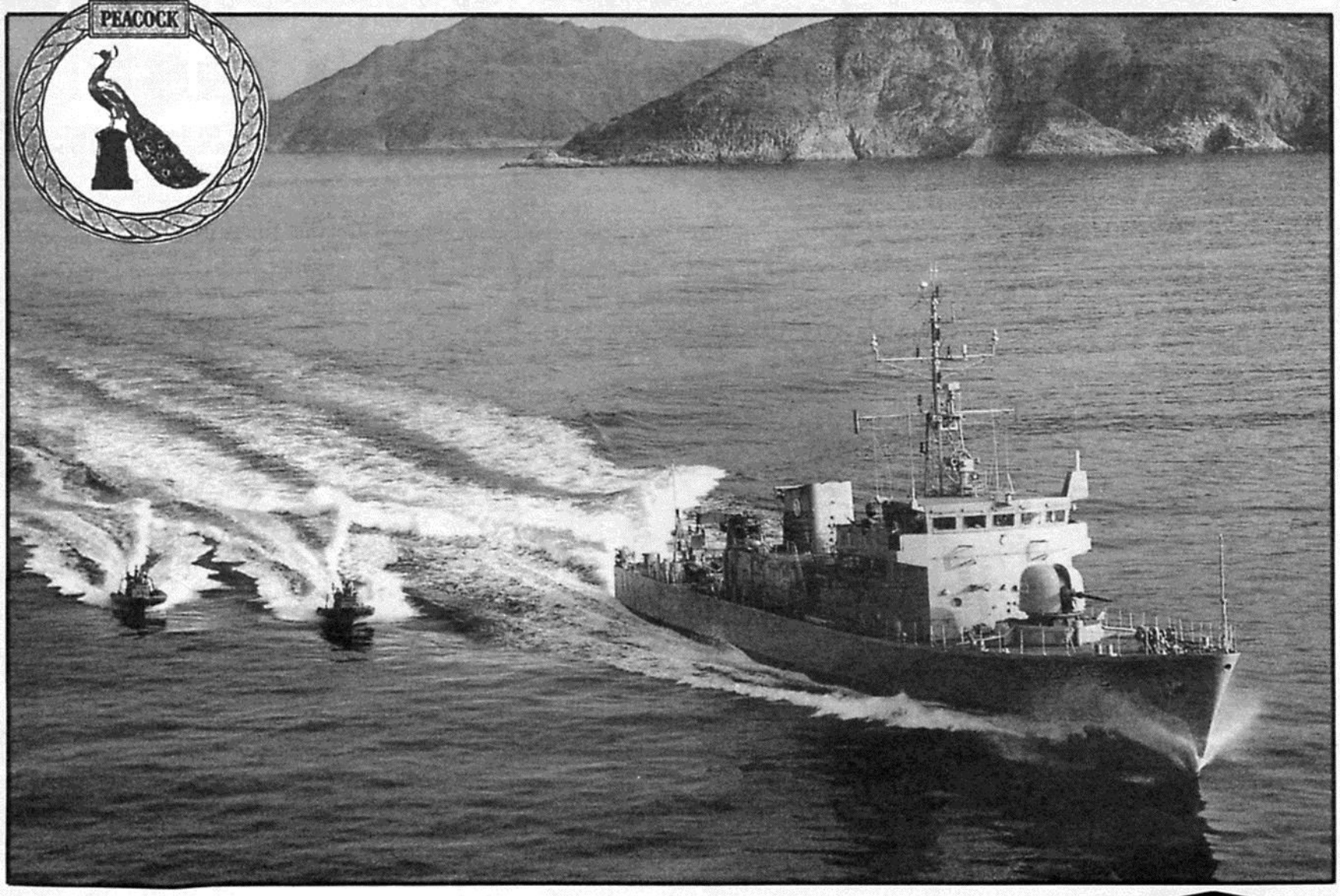


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Peacock's tale

SINCE she was accepted into service in 1983 HMS Peacock has steamed over 216,000 nautical miles. She is one of the three Peacock-class Hong Kong patrol craft making up the Hong Kong Squadron.

Partly financed by the Hong Kong Government, the squadron's principal role is to support the elected administration. The ships are based at HMS Tamar on Stone Cutters Island and their main tasks are maintaining territorial integrity, control of illegal immigrants, anti-smuggling operations and search and rescue.

In all these roles the squadron works closely with the Hong Kong police and other government agencies.

Like her sister vessels, HM ships Plover and Starling, HMS Peacock was built by Hall Russell Ltd, of Aberdeen. The vessels are of steel and aluminium construction and have the ability to stay at sea during typhoons.

Upperworks

HMS Peacock is armed with a single 76mm OTO Melara gun and its associated British Aerospace fire control system. Up to four general purpose machine guns can be positioned about the upperworks and there are 2ins rocket launchers midships.

High definition radar, direction finding equipment, an echo sounder and a very accurate gyro compass, along with other equipment, allow precise navigation through confined Hong Kong waters.

Satellite navigation and long range radio aids give the Peacock distant sea capability.

Boarding tasks are usually achieved using two rigid inflatable Avon Seariders, which are widely used throughout the Service. Where the ships of the Hong Kong Squadron are tasked with search and rescue work, they can carry divers, a recompression chamber and equipment to help in the recovery of vessels or aircraft in distress.

Worldwide

HMS Peacock's comprehensive communications fit enables her not only to communicate with boarding parties and shore authorities but also to send messages to any part of the world.

She has accommodation for up to 44 officers and ratings. This is of a high standard, with recreational spaces and dining rooms for the rates and a wardroom for the officers.

Large fridges, cool room and victualling stores ensure that the central galley, which caters for the whole ship's company, can produce food of an excellent quality.

Each member of the ship's company has an important job to do, and a prime ingredient in HMS Peacock's success is teamwork. To maintain the high level of efficiency required for carrying out their tasks, ships of the HK Squadron deploy outside restricted waters to hone seamanship, navigation and gunnery as well as for the traditional role of showing the flag.

Regular visits to the ship are arranged for schools and youth organisations. When HMS Peacock and HMS Plover visited Macau earlier in the year nearly 4,000 people took up the invitation to look them over.

HMS Peacock is fitted with two Crossley/Pielstick diesel engines which give her a speed in excess of 25 knots. A retractable, hydraulically-powered Schottel steering and thrust unit provides the secondary means of propelling the ship and this unique "loiter drive" capability provides power at selected low speeds.

Main engines, loiter drive and steering are all controlled from the bridge, giving HMS Peacock a high degree of manoeuvrability. Electrical power is supplied by diesel generators and the combined outputs are sufficient to supply the needs of a small town. The ship's two large air conditioning units allow for the varying climates in which she operates.

HMS Peacock on patrol in Hong Kong waters. She is accompanied by her fast pursuit craft, which are used for boarding operations, among other tasks.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/ foreign £12.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

The Falcon that failed to fly. . .

FIRST of the Royal Navy's seven HM ships Peacock was an 18-gun frigate taken as a prize by Capt James Peacock in November 1651.

Although officially named Falcon she was always referred to as the Peacock. She was sold in 1653.

The second Peacock, again of 18 guns, was a brig sloop, commissioned in 1807. She served as a channel cruiser and sank in action in 1813.

Third in the line was another prize, taken in 1812. She was registered in the RN as a sloop of 434 tons and 18 guns in 1813, but was lost with all hands the following year.

Russia

A screw gunboat of 237 tons, laid down in 1855, late in the war with Russia, was the fourth HMS Peacock. The peace of 1856 came before she was completed. She was scrapped in 1869.

Another gunboat then took on the name. The fifth HMS Peacock was laid down in 1887 and took part in the suppression of the Boxer Rebellion in 1900. Armed with six 4ins guns and having a top speed of 13 knots, she was finally sold in 1906.

Most famous HMS Peacock to date was the sixth, a sloop of the modified Black Swan class, built by Thornycroft and completed in 1944.

Sinkings

During that year she was employed on Russian convoys as part of the 18th Escort Group based at Greenock. The following year she joined the Liverpool-based 22nd Escort Group and was involved in the sinking of several U-boats.

She was refitted in Liverpool as an AA frigate and was armed with six 4ins guns and eight 2pdr pompoms. She spent the rest of the war in the Mediterranean and was reduced to the reserve in 1954 and scrapped in 1958.

For her actions she was awarded the battle honours *Arctic 1944* and *Atlantic 1945*.

Facts and figures

Pennant no: P239. Laid down: January 1982. Named: by her sponsor, Princess Alexandra, June 1983. Accepted into service: October 1983. Commissioned: July 14,1984. Gross tonnage: 763 tonnes. Length: 63m. Beam: 10m. Draught: 2.7m. Ship's company: up to 44.

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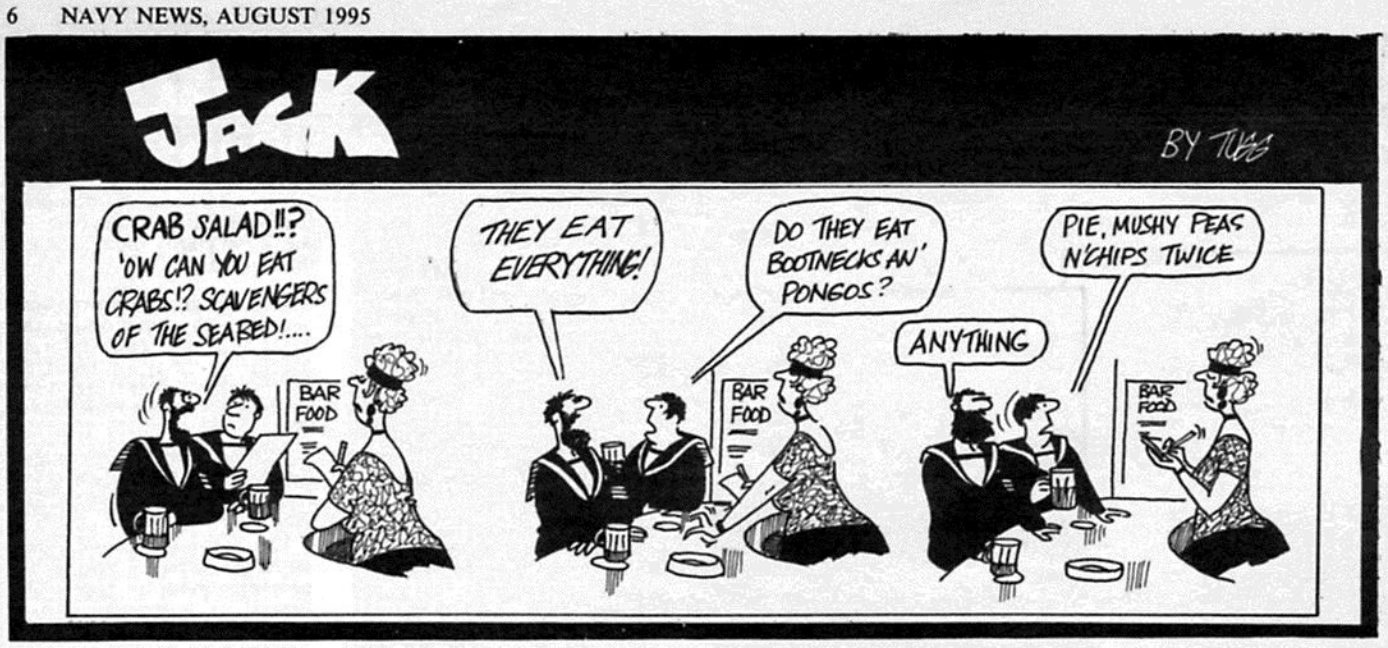
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Letters

Distant source of Nile trees cash

I WRITE to say that the response to our appeal for the replanting of the Nile Clumps in last December's Navy News has been excellent.

The beech trees were originally planted 180 years ago by Baron Douglas Amesbury on his Wiltshire estate, each clump representing ships that took part in the Battle of the Nile and arranged to represent the British and French fleets at the height of the encounter.

To date we have received donations of over £300 towards the restoration of the 26 clumps on the north side of the A303 between Amesbury and Stonehenge — now sadly depleted — from sources as far afield as Spain and Florida.

Your magazine is obviously widely read. Donors have been sent an illuminated certificate of tree dedication.

Although further funds will be required, these donations have encouraged us to start work on a further 'clump' battleship in the autumn of 1995.

This is likely to be HMS Vanguard, Nelson's flagship at the Nile. It will take time for the work to be obvious to passers by — but HMS Majestic, which was planted in 1990, is now doing well. — **A.Lester-Card,** Rotary Club of Amesbury.

(Donations payable to the Rotary Club of Amesbury may be sent to T.Pettitt, 10 St Just Close, Newton Tony, Salisbury SP4 0HB).

Flying medics

HAVING READ that this year marks the 50th anniversary of the FAA's Aircraft Handlers branch I remember that I and a few hundred others like me were amongst its pioneers.

It was late in 1945 when I as a 17-year-old lad volunteered for the Royal Navy only to be told that there were only three branches open — Writer, Cook or Sick Berth Attendant.

I chose the latter and along with many others wound up at the RNH Haslar where we were subjected to an intensified ten-week course on Medics and finally passed out as fully qualified male nurses, then being deployed to various ships and shore stations.

We were told at the time that the reason for the rush through was to cope with the large numbers of repatriated ex Far East POWs who were in a very poor state of health.

But whether or not the authorities had over-reacted or not, I don't know, but in December 1946 about 700 of us (I am told) were called back to RNB Portsmouth and told we were being transferred to the FAA as Naval Airmen Handlers. — **C.Cannings,** Princes Risborough.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

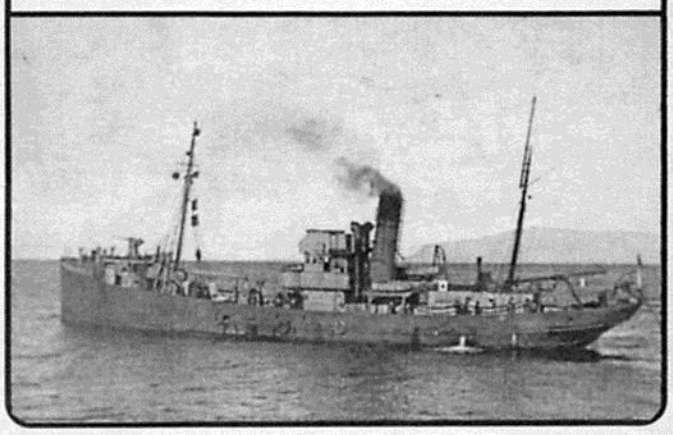
Unlucky to be last

I WAS interested in your 50 Years On mention of HMT Ebor Wyke being the last British warship to be sunk by a U-boat, off Iceland on 2 May 1945.

I took passage in her from Scapa Flow to Reykyavik in July 1940, where I was a motor mechanic maintaining the motors and generators that supplied the magnetic mine sweep.

Although based ashore I used to go to sea in either Ebor Wyke or the other sweeper there, the Varanga. — T.V. Beswarick, **Waterloo, Liverpool.**

● **HMT Ebor Wyke sweeping off Reykyavik in 1940.**



Question of identity

WHILE CHATTING over a lunchtime cuppa the question arose, following the practice of prefixing ships' pennant numbers with the initial letter of the type of vessel — D for destroyer, F for frigate etc — as to what the 'R' stands for on our carriers, R05, R06 and R07.

Thanking you in anticipation of your indulgence in this stand-easy stopping matter. — **PO M.J.Goldsmith,** HMS Collingwood.

Good question. The Fleet Air Arm Museum maintains that it does not stand for anything at all — in 1947, when it was introduced, there was simply no other letter available to apply to a particular ship type. — Ed

Brooke's corner

THE PICTURE of Rupert Brooke in the June edition reminded me of an event connected with the grave of the famous poet.

In 1961, when I was serving in HMS Saintes, we paid a visit to the island of Skyros. Our Navigating Officer Lt Richard Gunn — later a newscaster on Southern TV — came across the grave and was appalled at the state of decay it was in.

He organised a maintenance team from the ship which spent two or three days carrying out a complete refurbishment, camping overnight in a nearby olive grove.

I wonder what it looks like today? — **Lt Cdr G.J.McGeown,** HMS Collingwood.

Canada remembers

AS THE ex-RN member of the memorial committee of the Royal Canadian Naval Association in Burlington, Ontario, I want to thank you on their behalf for giving our memorial project a mention a few months ago.

The memorial is now completed, unveiled and thankfully free of debt with money to spare for permanent maintenance thanks to donations that came in from all over the world from ex-RN and RCN shipmates. Not a penny of government money was involved. — **G.E.Donnelly,** Burlington, Ontario.

Class of 1938

YOU ASKED for photographs of bygone Navy Days. I joined HMS St Vincent as a Boy Seaman in March 1938 and became a drummer in the Bugle Band — and here we are performing in the Victory arena during Portsmouth's Navy Week that year.

Many of P78 class, myself included, were drafted to HMS Nelson in March 1939 and sailed with her on the Spring Cruise to the Mediterranean. Next time we entered those waters they weren't so peaceful. —L.Ellis, **Llandudno.**

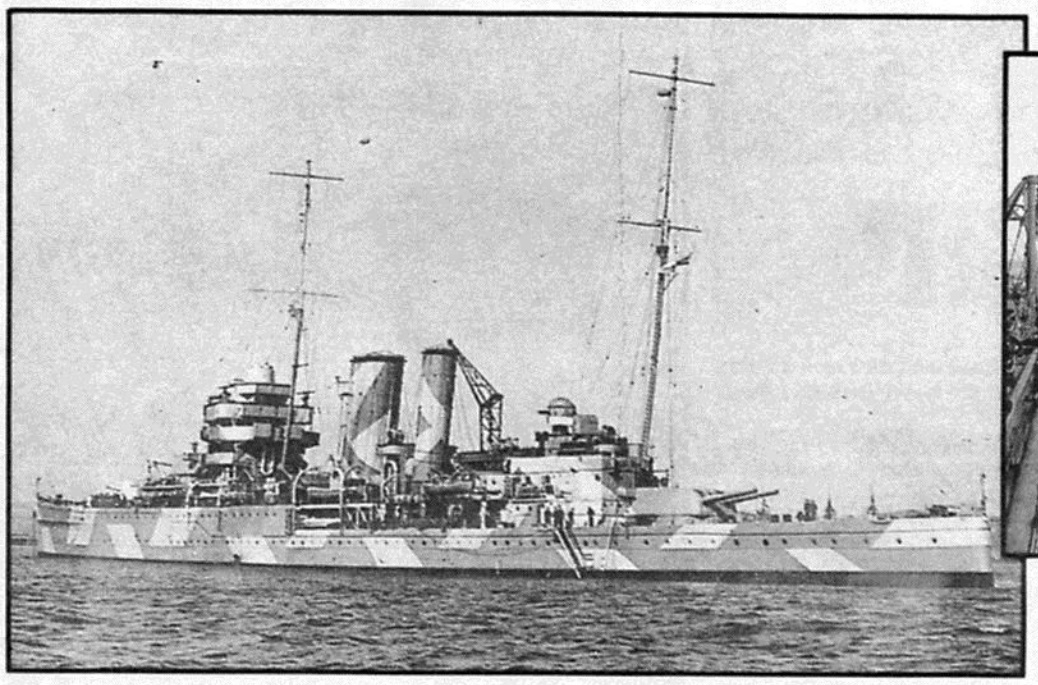
YOUR JUNE issue had a picture of the band of HM Royal Marines BRNC marching through Valetta with a caption describing them as 'bandsmen'. You should know that the Army and RAF have bandsmen — the Royal Marines have 'musicians'. — Lt A.E Bird, **Lincoln.**



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Bridges with York





● **Left: HMS York at Rosyth, July 1940 — and (above) on Easter Monday the same year, leaving for Norway.**

THE PHOTO of HMS York passing under the Forth Bridge (July issue) took me back to August 1940 and memories of the cruiser HMS York at Rosyth.

I served in her from July 1939 to May 1941 when she was beached and abandoned in Suda Bay, Crete.

I was invited to the rededication of the present-day Type 42 destroyer in June and met several former commanding officers and I hope to visit her again at Hull later this year. — **C.Buist,** Bury St Edmonds.

I WAS an officer in the World War II HMS York when she left Rosyth on Easter Monday 1940 to "join the Fleet" off Norway.

I visited her modern counterpart in Hull in 1991 during the 50th anniversary of her loss in Suda Bay when her ensign of that time was hung in York Minster and she was given the Freedom of the City. — **C.H.Hayward,** Alne, York.

Under US orders

FURTHER TO K.A.Trathen's letter on the deep sea dumping of aircraft off Brisbane (July issue) I can clarify the reason for this operation.

The aircraft concerned were items which came under the terms of 'Lease-Lend' and were not the property of the UK. The order to dump them at sea came from Washington.

Bashing holes in brand new aircraft with only 15-20 minutes test flying time in their log books was a big laugh to begin with — but the joke soon wore thin as we worked on in the height of the Aussie summer. — **A.V.Godding,** Didcot.

WE NABSFORD ratings stationed at Archfield were surprised when the base closed down and the American-made aircraft wheeled to the docks for dumping in the sea.

The only person this benefited was the station padre, who "requested" the pilots' headrests for use as kneelers in his church. — **A.Bate,** Dunfermline.

Letters

Central to branch line

I DO NOT wish to detract from the sterling work that the ex-servicemen's clubs do, but like CPOCK Elliot (July issue) I would also like to see a retired serviceman's ID card which would perhaps make it easier to use some of the facilities available without having to join specific clubs such as the Union Jack Club or the new China Fleet Club at Saltash.

I have within the past two years joined the Royal British Legion as a member of the St James's Central Branch, where fees are collected by direct debit annually.

I do not have access to any of the branches but I do have access to most of the other facilities available through the RBL.

Perhaps the RNA could begin a similar subscription scheme with a central branch which might encourage new members from rural towns and villages where a local club is not within easy reach — my own is in Lincoln, 20 miles from where I live. — **M.J.Hill,** Gainsborough.

Spuds-u-like



THE PICTURE of AB (R) Spud Murphy of HMS Cardiff being admired by a young citizen of Copenhagen (June issue) prompts me to write as another Spud Murphy who was in the same place on Liberation Day.

It was a second visit for me, having sailed into Copenhagen on 6 May 1945 aboard ML159.

This time I was there with 200 British Service veterans and we were royally entertained by the Danish people, being presented with a silver medal by the Defence Minister. I am second left in the first picture, taken in the city's Central Square — A.Murphy, **Cardiff.**

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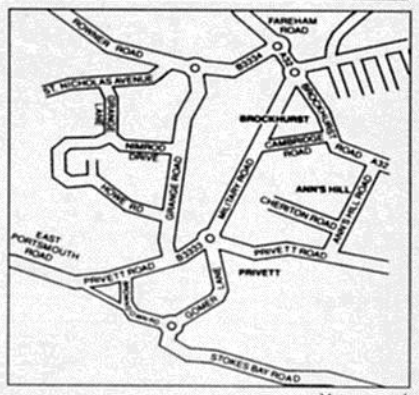
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IN BRIEF

☐ THE RN SUBMARINE Museum at Gosport, Hampshire, has asked the MOD for permission to exhibit a decommissioned nuclear submarine. Museum Director Cdr Jeff Tall wants one of the Polaris boats which are being replaced by Trident vessels.

Cdr Tall pointed to the successful display of the USS Nautilus in America which attracts 250,000 visitors a year, and said: "There is a huge commercial potential here and we owe it to the people of Gosport to explore it."

The £16 million scheme is one of a number of proposals included in Portsmouth's £113 million development plan and Millenium Fund bid.

☐ DURBAN'S Lady in White is the subject of the latest limited edition issue of Royal Naval Philatelic covers.

The South African opera singer Perla Siedle Gibson entertained millions of Servicemen by singing from the dockside as ships passed through on their way to war.

The stamps mark the unveiling of a statue of her in Durban and are available from the Royal Naval Philatelic Society, Portsmouth Naval Base Property Trust, 19 College Rd, HM Naval Base, Portsmouth, PO1 3LJ. Tel. 01705 820921.

Explosive haul keeps divers busy all year

CLEARANCE divers from Plymouth have earned a commendation for their explosive disposal and underwater engineering work at the end of their busiest year ever.

The diving unit responded to 280 explosive disposal tasks and undertook 232 diving jobs, with a 50 per cent increase in engineering work for the Fleet.

The highly specialised work is often difficult and dangerous and tasks included the disposal of numerous shells, pyrotechnics and even live chemical munitions.

The diving often took place in limited or zero visibility, marginal seas or in high levels of bacteriological pollution.

The commendation was issued by Commander-in-Chief Fleet Admiral Sir Hugo White, and presented to the unit by Admiral Sir Benjamin Bathurst, then First Sea Lord.

Lt Cdr Jon Chapple, the unit's commanding officer, said: "This commendation is a fitting tribute to all members, past and present, of the PCDU. We are all justifiably proud."

The unit's area of operations is from the River Dee to Swanage. Major tasks have included clearing disused firing ranges around the coast, and 19 call-outs to help fishing vessels.

The unit also became the first RN area unit to take part in a major NATO exercise, Resolute Response, and took a leading role in the submarine escape exercise SMASHEX '94.

The total number of improvised explosive devices and conventional munitions disposed of by the Plymouth team was greater than any other RN unit and the high level of activity has continued this year.

Professionalism

In the written commendation, Admiral White said: 'I commend all members of the Plymouth Clearance Diving Unit for their sustained and continued professionalism, exemplary dedication and style in which they consistently achieved outstanding results in the face of demanding, and often dangerous conditions.

"The standards set have been exceptional, with much of the work conducted in the public eye, and the contribution of all Service and civilian staff is in the highest traditions of the Royal Navy."



He's a mine of information. . .

HMS COTTESMORE has won the 1994 Mine Warfare Analysis Trophy for the high quality of her records and reports.

Commodore Richard Moore, Commodore Minor War Vessels, visited the ship at Portsmouth to present the award.

The trophy, a silver bugle from the battleship HMS Revenge, was accepted by POMWO Philip Brace (above) the operations room supervisor.

Cottesmore has been seconded to the Fisheries Protection Squadron for 16 months and has successfully prosecuted six foreign vessels for illegally fishing in British waters.

She recently visited her home town of Boston, Lincolnshire, represented the RN at the Weymouth trawler race and has sailed from Jersey for a patrol in the North Sea.

Public Affairs Branch reaches 10th birthday

THE PUBLIC Affairs Branch of the RNR has two good reasons to celebrate this year.

It is the tenth anniversary of the branch's foundation in 1985 and the head of the PAB, Lt Cdr Sue Eagles, has been promoted to Commander.

The PAB was founded after the Falklands War to provide naval personnel to liaise with the media in times of conflict.

Prince Michael of Kent visited the branch at HMS Dryad to mark the anniversary. He said: "Yours is a success story. . . of close integration with the Royal Navy and proven performance when called upon to do the job for real."

He recognised the contributions made by branch members in the Gulf, the former Yugoslavia, USA, the Falklands Europe, Far East and in the Adriatic.

Expanding

The branch is set to expand from 40 to 60 in the next few years. Volunteers who feel they have the necessary media skills should contact their nearest Reserve Training Centre or RN Careers Office.

☐ The ship's company of RN Reserve Training Centre HMS Vivid paraded for the last time in front of Flag Officer Plymouth.

The 200-strong unit was inspected at Mount Wise by Vice Admiral Sir Roy Newman. The post of FO Plymouth disappears in the new year.



Prince Michael of Kent, Honorary Commodore Royal Naval Reserve, with members of the RNR PA Branch.

Get Wise on DCIs

Rosyth departure date is fixed

ALL REMAINING warships based at Rosyth will leave the port on November 7. They are the ships of the First and Third Mine Countermeasures Squadrons and the Fishery Protection Squadron.

The 12 ships of 1MCM and the FPS relocate to Portsmouth, while the six ships of 3MCM transfer to Faslane. The changes in Scotland will be complete in April when MHQ Pitreavie closes and Flag Officer Scotland, Northern England and Northern Ireland transfers his HQ to Faslane.

The land currently occupied by HMS Cochrane and the minor war vessels operating base will be put up for disposal by Defence Lands Services Scotland. However, on April 1 HMS Caledonia will be commissioned as a new RN support establishment, the name of which has yet to be confirmed.

Last courses

Royal Marines Band Scotland will remain at Rosyth and based at Caledonia. FOSNNI's Diving Unit will move to the Clyde Submarine Base.

Last courses at the Rigid Inflatable Boat Training School, Command Training Centre, Fire Training School and First-Aid Training School, will be held in November and the units will close on December 31.

DCI JS 58/95



'You tak the high road 'n' we'll tak the low road, an' we'll be in Pompey afore ye. . .'

Selection

FROM next year Special Duties engineer officers will be required to pass preliminary selection at the Admiralty Interview Board, HMS Sultan.

Up to now SD engineer officers have been the only category of naval commission that is not subject to assessment by the AIB. The change is intended to provide a more equitable and uniform selection process.

DCI RN 138/95

Deep unity

ROYAL Navy diving training will combine with Royal Engineers diving training on September 1 to form the Defence Diving School at Horsea Island, Portsmouth.

Naval and Army diving facilities will be moved from their current location at HMS Nelson (Gunwharf) and will be commanded by a Commander RN and a Lieutenant-colonel RE in rotation.

DCI RN 129/95

New sonar

A NEW intercept sonar is being fitted into Swiftsure and some Trafalgar-class submarines. Designated Sonar 2082, it will replace Sonar 2019 while retaining the earlier model's hydrophone array.

Primary aim of the new system is the provision of effective facilities for automatic data extraction and data exchange with the command system. Sonar 2082 will be submitted for fleet weapon acceptance in autumn 1997.

DCI RN 132/95

£100 prize

WINNER of the 1994-95 Boyle Somerville Memorial Prize is Lt Cdr Alistair Read, whose work on investigating the transcription of environmental briefing dockets on to magnetic media has won him £100.

The prize fund was established in 1937 in memory of Rear Admiral Boyle Somerville to encourage research and development work in meteorology and oceanography.

Sea rescues

A SEA KING from Portland rescued two men who ditched their helicopter in the sea near Alderney after its engines failed.

The Bell Jet Ranger was on its way from Liskeard to Deauville, France. The men were rescued from a liferaft and were cold but unhurt.

The RN helicopter flew them to Guernsey hospital for a check up.

Fire

HMS Gannet's search and rescue helicopter winched three sailors to safety after their ship caught fire off the north-east coast of Ireland.

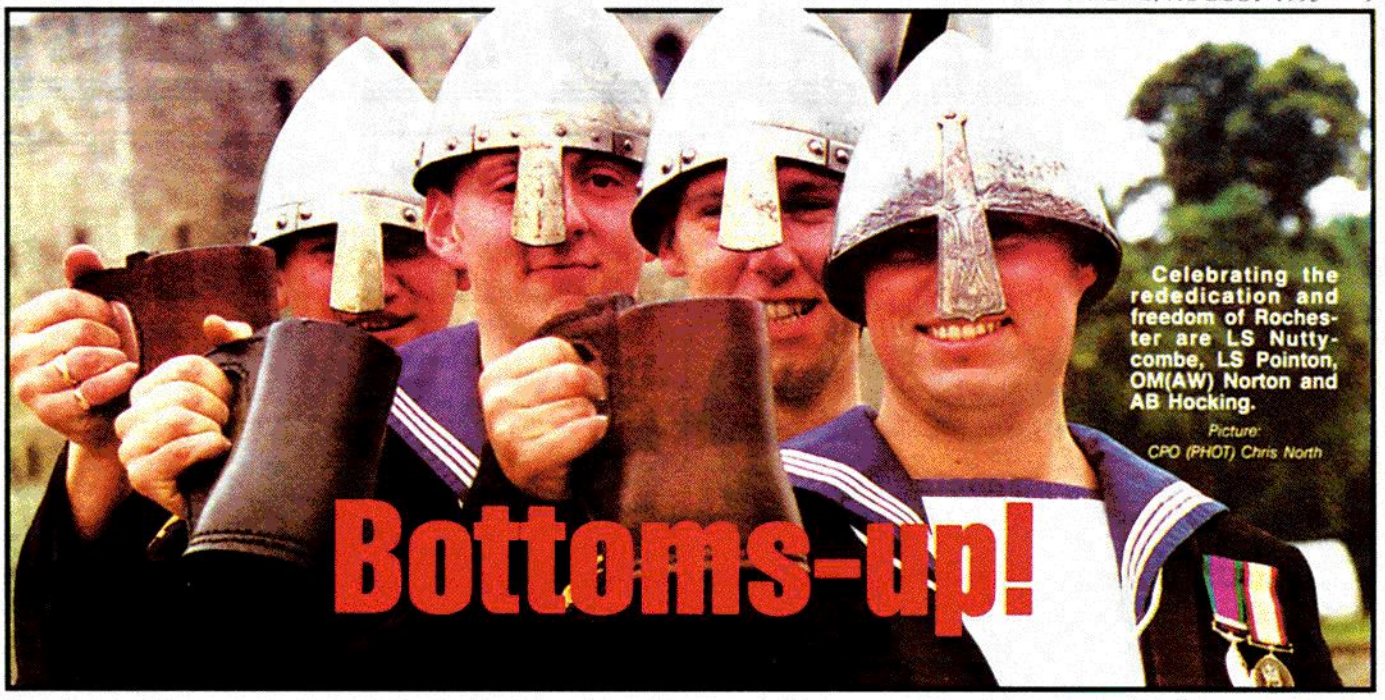
The men were flown to Ballykelly and their ship, the Radiant Way, was eventually salvaged and towed into Lough Foyle.

Three others were transferred to a nearby fishing boat by a helicopter sent from Finner by Irish coastguards.

KGFS card

KING George's Fund for Sailors is launching its own credit card to help raise money.

The bank that issues the card will pay the fund an annual fee of £3 and will donate 0.15% of the price of each purchase. For further information contact MBNA International Bank Ltd on 0800 776262.



Celebrating the rededication and freedom of Rochester are LS Nuttycombe, LS Pointon, OM(AW) Norton and AB Hocking.

Picture: CPO (PHOT) Chris North

Bottoms-up!

HMS CHATHAM proved a popular attraction when she visited Chatham in Kent for a service of rededication.

The service was held in the company of Admiral Sir Julian Oswald. Lady Oswald launched HMS Chatham in 1988.

On the same day, the city of Rochester honoured the ship by granting her the freedom of the city, which permits the ship's company to march through the city with fixed bayonets, drums beating and colours flying.

A seven-man team of petty officers raised £1,000 for the children's ward of All Saints Hospital by racing the ship to Chatham from Devonport. They cycled the 268 miles and arrived five hours before the ship.

Broadsword sold to Brazil

HMS BROADSWORD lowered the White Ensign for the last time as she was handed over to the Brazilian Navy.

The Devonport-based ship is the first of four Type 22 frigates to be sold to Brazil for anti-submarine operations and has been renamed Fragata Greenhaigh, in honour of a midshipman killed defending the Imperial flag in 1865.

The official hand-over was attended by Flag Officer Plymouth, Vice Admiral Sir Roy Newman, and the Chief of Brazilian Naval Staff, Admiral Jose Julio Pedrosa.

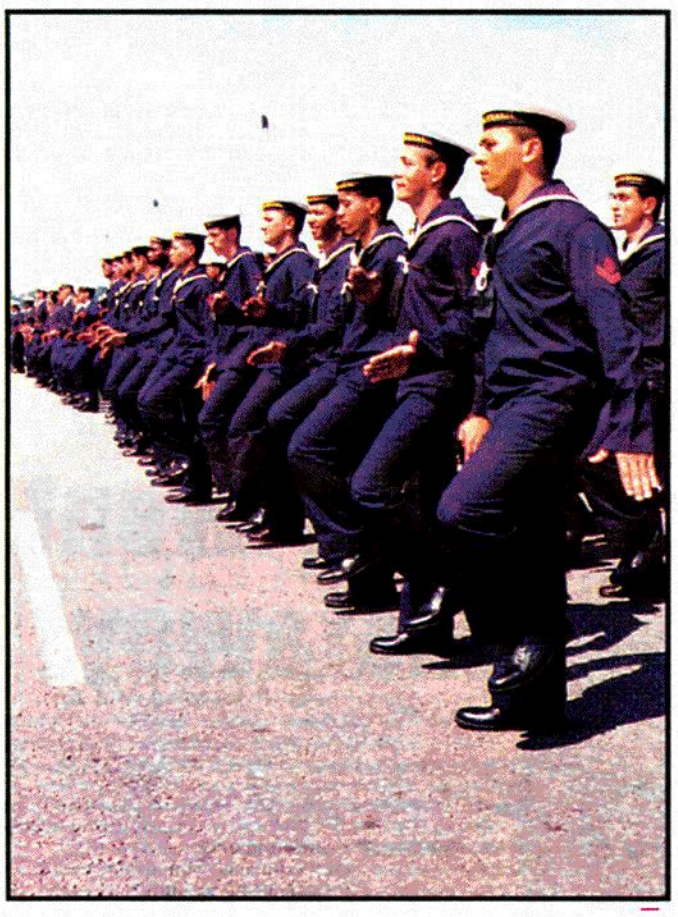
Broadsword was the Royal Navy's first all-missile ship and was launched in 1976 by Princess Alexandra.

She saw active service during the Falklands War in 1982, and her recent tasks included deployments in the Adriatic and the West Indies.

Parade

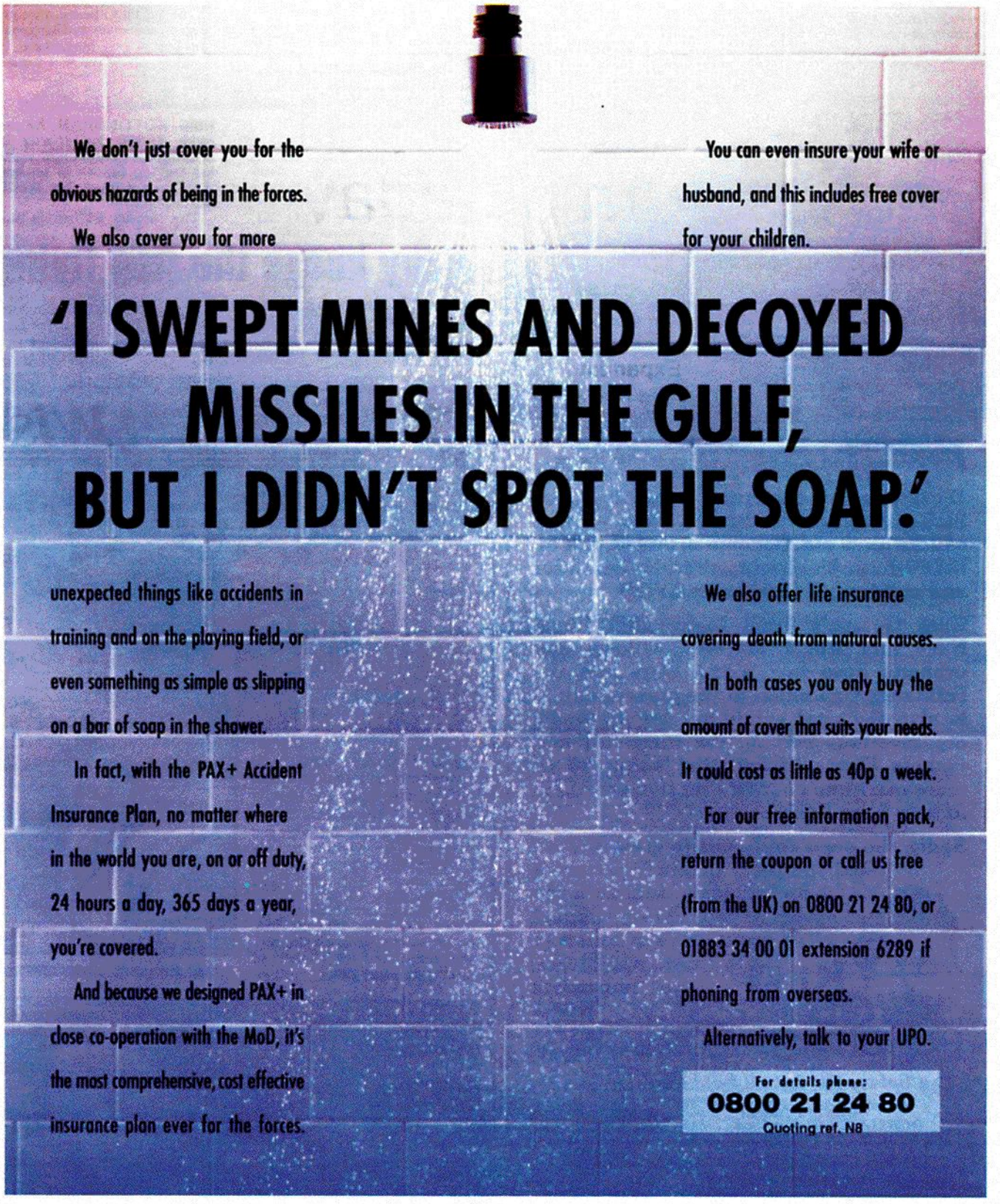
Broadsword's Commanding Officer, Cdr Paul Robinson, lead the ship's company for the final parade in front of the ship. Captain Joao Carlos da Silva assumed command as the Brazilian flag was unfurled.

Type 22s Brilliant, Brazen and Battleaxe will follow by the end of 1998.



In step: the Brazilian ship's company prepare to board HMS Broadsword, renamed Fragata Greenhaigh.

Picture LA (PHOT) Gary Hay.



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Helping Hands

Aid for Albania

LIFE will be brighter for 200 Albanian children when their school is refurbished by a team of Royal Navy volunteers.

Nine personnel from Sultan, Daedalus and RNH Haslar are setting out on the 3,000-mile trip this month with a 38-tonne lorry filled with supplies. The week-long mission to the village of Fushe-Arras was the idea of Lt Katja Samuel from HMS Sultan.

The team is still on the lookout for paint, tools, blankets and pencilcase sets for the children, or anyone who can donate towards the cost of the trip. Contact Lt Samuel in HMS Sultan on 01705 542468.

□ □ □

GREENWICH Naval College's Commander Ian Wellesley-Harding raised £8,750 for charity by running the London Marathon.

Cdr Wellesley-Harding finished 4,294th out of more than 26,000 runners in 3 hrs 21. The money will go towards a minibus for a centre caring for sick and handicapped children and teenagers.

□ □ □

A JAILBREAK by HMS Nelson chefs raised £2,000 to help treat a young epileptic sufferer.

The "convicts" dispersed all over the country as far as London, Oxford, Sheffield and the Isle of Wight. One pair, LCK Adi Tolley and CK Paul Cursley, made it as far as Normandy, in France.

The team carried no money and had to rely on the generosity of strangers for their travel and food.

The sponsorship money will help pay for surgery for the 16-year-old cousin of CK Mark Wildsmith who suffers up to 20 epileptic fits a day.

□ □ □

HMS FEARLESS made a flying visit to her affiliated town of Scarborough where the ship's company presented £1,000 for charity to the town's new Mayor, Councillor Ian Stubbs.

The money was raised by sailors who cycled from Portsmouth to Sunderland via Scarborough earlier in the year.

□ □ □

SENIOR rates from HMS Chatham cycle-raced their ship the 268 miles from her base at Devonport into Chatham and won by almost five hours.

They raised £1,000 in sponsorship for a children's ward at St Christopher's Hospital, Chatham.

□ □ □

WOMC Donna Sykes (18) is looking for sponsors for a parachute jump on August 3 to raise money for cancer sufferers: HMS Cumberland, BFPO 261.



On the run: the jailbreakers line up with the captain of HMS Nelson, Capt Andrew Slater.

□ □ □

RUNNERS from 772 Naval Air Squadron raised almost £700 for a special care baby unit by competing in the Taunton Half Marathon.

The Portland-based men presented the money to Dorchester hospital to buy equipment for stabilising children who need to travel to receive treatment.

□ □ □

HMS NOTTINGHAM helped raise £1,500 for charity by offering a day and night at sea for the top bidder in an auction organised by Radio Nottingham.

The money will go to support the work of local MacMillan Nurses who comfort cancer patients in and around the city.

□ □ □

Stamp saver

EX-NAVY Diver Andrew Johansson has a passion for stamp collecting — not as a hobby, but to raise cash to train guide dogs.

Andrew was part of the team that taught Prince Charles to deep-sea dive and helped crew Edward Heath's yacht "Morning Cloud".

Tragically, his career was cut short by an accident which left him in a wheelchair with sight and speech problems, and he now devotes all his energy to charity work.

Help

His stamps raise up to £200 a month but he is aiming even higher. If you would like to help, send your stamps to 24 Springbank Drive, Poleglass, Belfast BT 17 0QN, Northern Ireland.

A SEA King from 846 Naval Air Squadron helped climbers avoid peak-time traffic in their attempt to climb the UK's highest mountains in under 18 hours.

The training flight enabled a group of RAF climbers to conquer Ben Nevis, Snowdon and Scafell Pike in 17½ hours, raising £1,500 for cancer research.

□ □ □

THREE chefs from a Culdrose Naval Air Station raised £200 in an attempt to serve a record number of breakfasts to station personnel. PO Mick Fineren, CK Jessie James and LCK Nick Whitworth took part and put the money towards cancer research.

□ □ □

THE "iron ladies" of Culdrose air station's Helitot's creche raised more than £250 for the Breast Cancer Foundation in a heart-pounding hour of excercise in the station's cardio-vascvular fitness room.

□ □ □

DISABLED ex-serviceman Paul Guest completed a 500-mile wheelchair marathon to raise awareness of the SSAFA's work for war veterans.

He used a tandem wheelchair with fellow disabled athlete Ian Lea. Their efforts were recognised at a presentation with SSAFA's chairman Prince Michael of Kent.

□ □ □

A SQUASH and cycling challenge involving RN Air Station Culdrose and RAF St Mawgan raised more than £2,000 for charity.

The Cornish Air Ambulance Service based at St Mawgan and the Christine Pollard Trust at Stoke Mandeville Hospital benefit.

□ □ □

WARRANT Officer Barry Wilkinson's work for King George's Fund for Sailors has been recognised with a silver medal.

WO Wilkinson from RN air station Culdrose received the award from Lt General Sir Robert Ross, Commandant General Royal Marines.

Navy keeps the flag flying

THE NAVY is helping to keep the flag flying over Admiral Lord Nelson's birthplace in Norfolk.

Nelson's father was the Rector of All Saints Church at Burnham Thorpe and the church is permitted to fly a White Ensign in recognition of its naval association.

When the old flag began to wear out, the Navy was pleased to despatch a new ensign, a replica of the one flown by Nelson at the Battle of the Nile in 1798.

Historic

Head of special projects Cdr Lee Hulme, hoisted the historic ensign over the church on behalf of Admiral Sir Benjamin Bathurst, then First Sea Lord.

The original ensign will be returned to the Navy at a presentation in HMS Victory.

Danger at HMS Drake

HMS DRAKE hosted an ambitious scheme to teach youngsters how to handle dangerous situations.

The Junior Life Skills Project organised by Plymouth City Council Environmental Services targeted more than 1,100 children from 28 schools.

It covered car accidents, injuries, gas leaks, kitchen fires, beach safety, drug abuse, railway safety and the dangers of talking to strangers.



Yuk! Plymouth schoolchildren find a fake injury very realistic.



For those in peril..

Disaster at sea can strike at any time. But life ashore has its disasters too – when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. Every year, some 80 or more maritime charities receive over £2m in help from KGFS.

Sadly, the need continues to grow and we need your help to continue caring for the sea's victims in the years ahead. Please support us with your donation now, and please remember KGFS in your Will.

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8 Hatherley Street, London, SW1P 2YY

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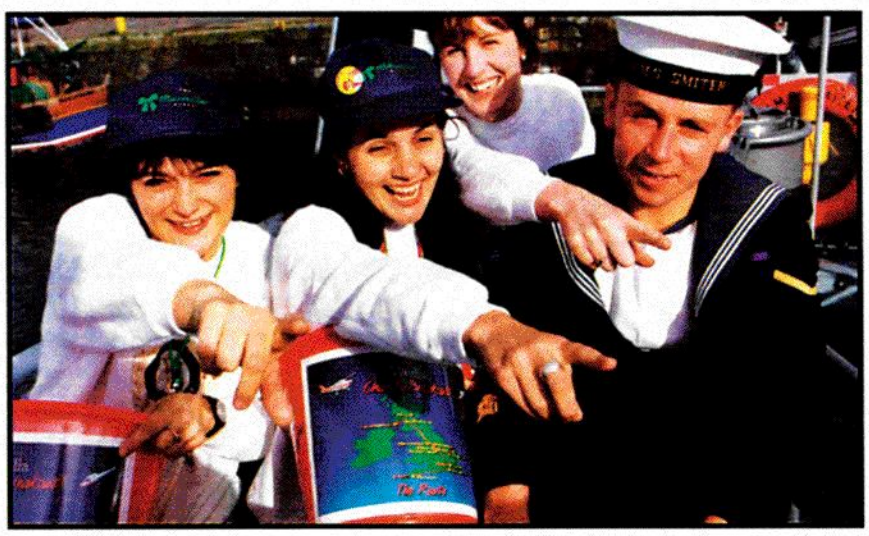
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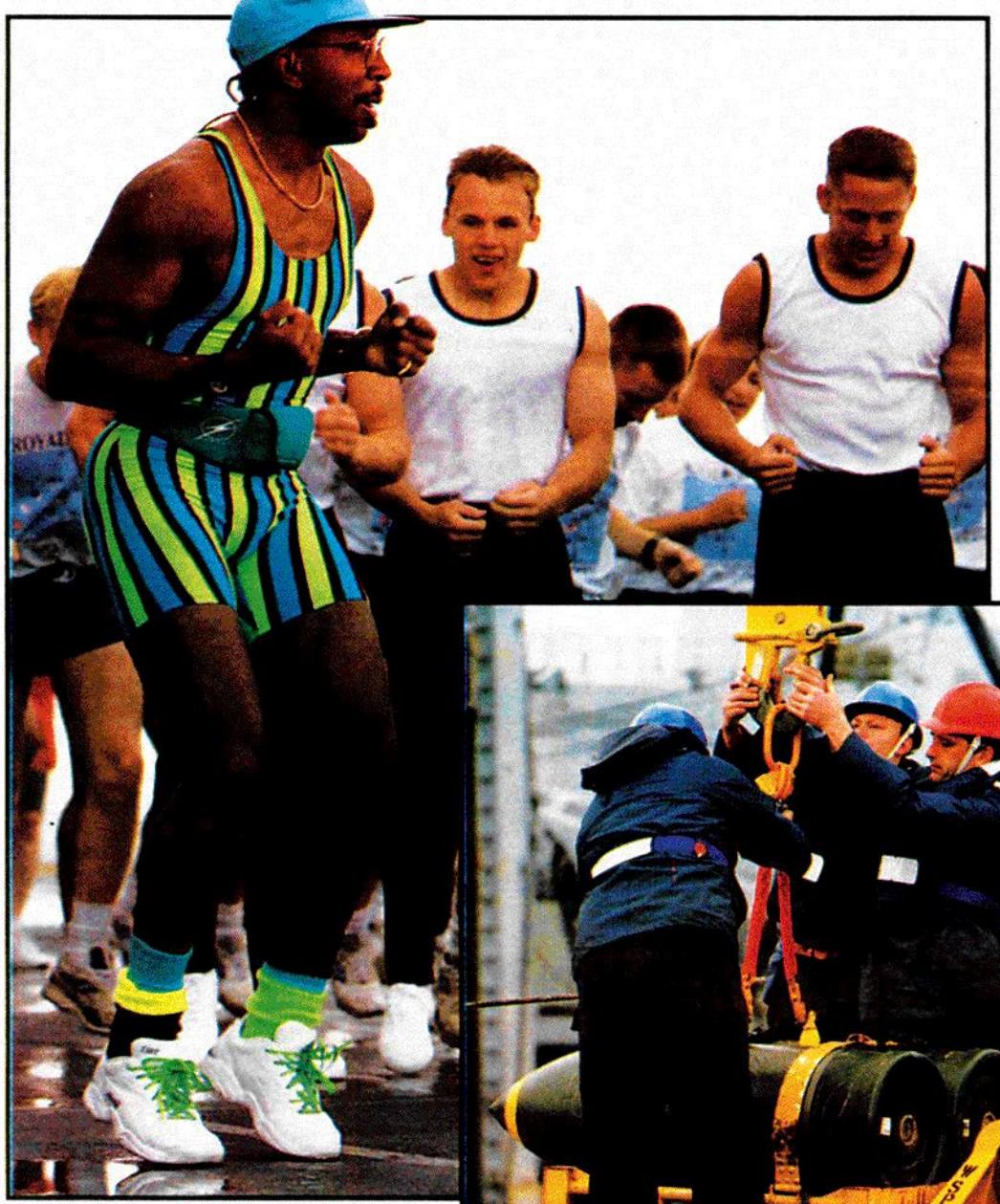
They went thataway!

CHARITY workers from textile company Coats Viyella hitched a lift with HMS Smiter in a race between all 17 of their factories.

They were taken from Troon to Campbeltown by the ship, slicing several hours off their eventual finishing time of 60 hours.

Children benefit

Their efforts raised £10,000 for the Save the Children Fund, Childline and the Macmillan Nurses cancer relief fund.



Above: GMTV's Mr Motivator on board HMS Invincible. Right: Unloading bombs for the FA2. Below: RFA Black Rover replenishes HMS Invincible and Italian ship ITS Espero. Pictures: LA(PHOT) Dave Coombs

Invincible gets motivated

THE NAVY IN THE ADRIATIC

HMS INVINCIBLE starts her third Adriatic deployment this month with a flight of the latest Sea Harrier fighter attack aircraft embarked.

Both Illustrious and Invincible now carry the FA2 aircraft armed with the AMRAAM anti-aircraft missiles which won impressive battle honours for American F15s in the Gulf War.

The aircraft replace older FRS1s and their "look-down shoot-down" Blue Vixen radar and longer range greatly enhance the Harrier's capability.

The aircraft can engage in ground attack and reconnaissance and with AMRAAM in its arsenal its air-to-air combat capability takes a giant leap forward.

The weapon was developed in the USA by the Hughes Missile System Company and is being supplied through RN armament depot Crombie.

HMS Invincible has been sent to to relieve HMS Illustrious, taking over her role in Operation Deny Flight and supporting troops ashore.

If ground forces need to withdraw, Invincible's helicopters and command facilities would play an integral part in the operation.

Invincible and Illustrious can be converted to helicopter landing platforms and are declared to NATO in this secondary role.

Limbering up

Invincible spent a month limbering up for this deployment during her operational sea training at Portland. This was the last carrier work-up by Portland staff with the move of FOST to Plymouth.

Once back in Portsmouth, sailors on board Invincible were put through their paces by GMTV's Mr Motivator in a live broadcast from the ship.



Lusty saves crew of wrecked yacht

SAILORS from HMS Illustrious staged a daring rescue after two Italians were spotted clinging to wreckage in the Adriatic.

LS Steve Wragg spotted the pair and the aircraft carrier immediately launched a 16ft sea boat manned by Cox'n Geoff Dale, OM Matthew Plimpson and OM Nathan Cooper.

"The conditions were really quite difficult" said Cdr Paul Jellyman. The boat had to contend with a 40-knot wind and a 16 ft swell, but OMs Plimpson and Cooper were able to haul the Italians on board.

The men were part of a six-man crew of a yacht which sank off Trieste. The other four had been picked up by an Italian helicopter after the boat sent a Mayday signal as she was sinking.

Safe return

HMS Illustrious resumed her patrol in the Adriatic, flying Sea Harriers and Sea King helicopters in support of the United Nations operation in Bosnia.

After sleeping soundly in Lusty's sickbay for more than 12 hours, the yachtsmen returned safely to their families near Naples.

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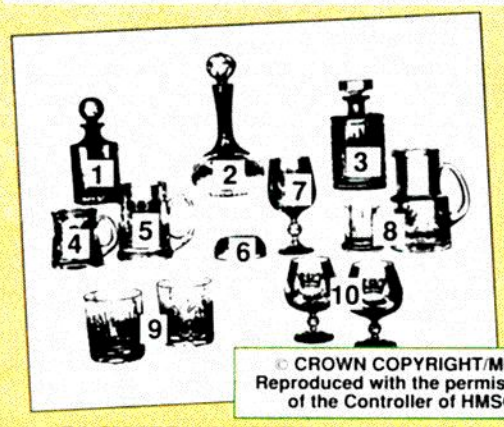
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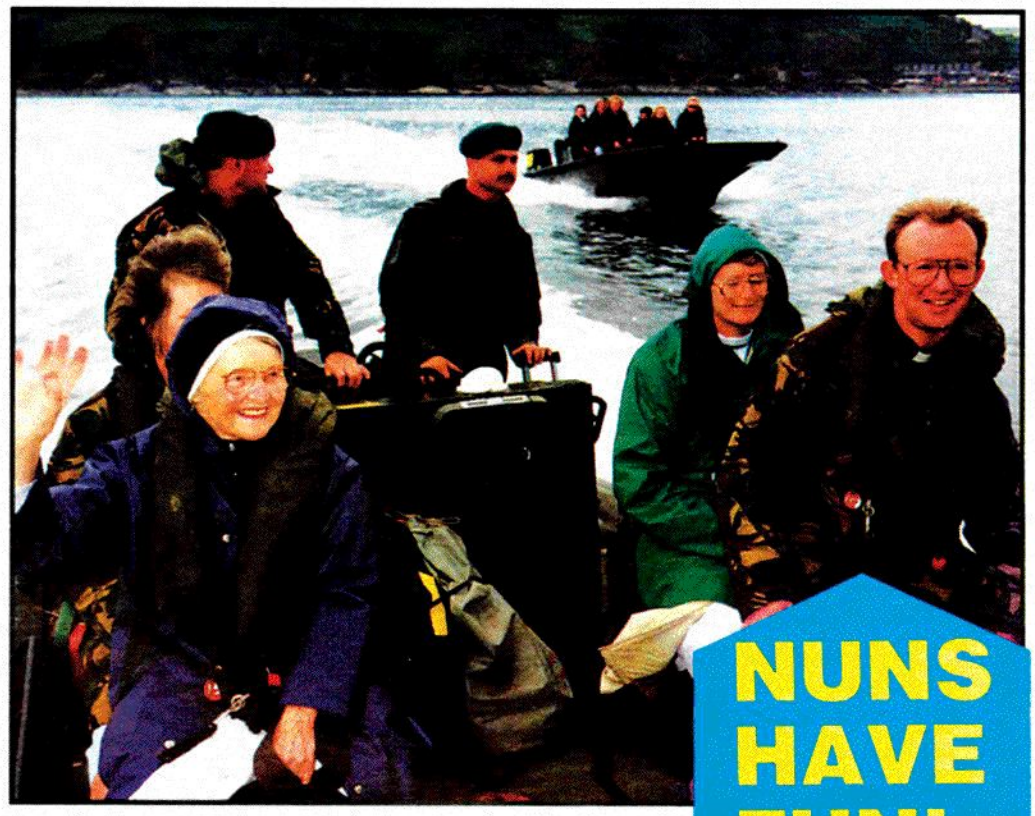
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People in the News



NUNS HAVE FUN!

SISTERS Berga (left) and Anna Maria and Fr Michael Sharkey enjoy a ride in one of the Royal Marines' Rigid Raiders. Major Ian Grant, CO of 539 Assault Squadron RM checks the following craft is keeping station.

The nuns were among a party of 18 staff members from Nazareth House, a residential care home, to spend a "get to know the neighbours" day with the Royals.

Stonehouse Barracks lie just behind Nazareth House and occasionally the area is enlivened by the sound of helicopters and gunfire. But all that has been forgiven and forgotten.

Fun-loving Sister Berga, who at 75 still enjoys a daily dip in the sea, said after the outing, "It was very exciting. I've never enjoyed myself as much in my life."

The trip was organised by Mrs Elaine Bancroft, a staff nurse at the home. Her husband, Col Paul Bancroft, is deputy garrison commander at Stonehouse.

Fr Sharkey, RC chaplain at the barracks, is a regular visitor to the home.

Collector's item



LATEST addition to the Adriatic task force is the good ship Humble Pie, built by CPOMEA(M) Googie Withers and launched by his CO in HMS Illustrious, Capt Jonathon Band.

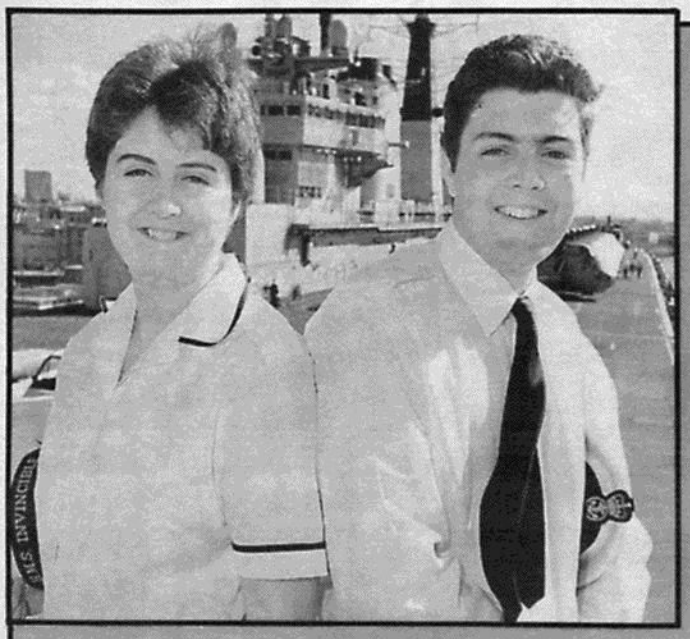
The little ship is docked on the bridge of HMS Illustrious and will be sailed as and when the captain wishes. A cunningly concealed slot in her superstructure will admit coins, notes and bar chits — all proceeds going to the Royal National Lifeboat Institution.



NOVEL CASE?

ALL FIVE officers of HMS Fearless' supply department — total service to date 95 years — began their Royal Navy careers as Writers. Pictured (l-r) are the deputy supply officer, Lt Cdr John Large (ex-CPOWTR), SO(Cash) Lt David Twist (ex-CPOWTR), Commander S, Cdr Mike Prior (ex-CPOWTR), S/Lt Richard Hendy (ex-LWTR) and the captain's secretary, Lt Steve Parton (ex-POWTR).

People in the News



Best of relations



BROTHER and sister Andrew and Ann Wilkinson (above) made national news — with a little help from Drafty — when they began serving together on board HMS Invincible, now back in the Adriatic.

The inseparable siblings are believed to be the first brother and sister to serve side by side in a Royal Navy warship.

AEA Andrew Wilkinson, who is 20, joined the Royal Navy in January 1994. WOM(C) Ann Wilkinson (22) signed on six months later.

The pair, who hail from Huddersfield, like to keep in step with one another. They attended the same school, served in the Territorial Army together and both represent the Royal Navy at basketball.

It is almost commonplace, on the other hand, for brothers to serve side by side, but Tony and Dave Rae are believed to be the first to serve together in a front-line Sea Harrier squadron.

Lt Tony Rae is a pilot for 801 NAS, currently serving on board HMS Illustrious, the ship HMS Invincible has relieved off the former Yugoslavia. And PO Dave Rae is a maintainer.

Tony is also in the unique position of having flown GR1 Tornadoes for the RAF's 617 Squadron. That experience is being put to good use in the Sea Harrier FA2 he now pilots during Deny Flight operations

Right: PO Dave Rae checks on his brother, Lt Tony Rae, in the cockpit of his Sea Harrier FA2.

WILLS' WAY

NATURE might abhor a vacuum, but the Navy knows their worth . . .

Increasingly tight legislation governs the discharge of waste from ships in harbour and vacuum pumping systems are used to transfer "dirty water" from ships into receptacles for safe disposal.

Now a coupling designed by Cdr John Wills has made it much easier for ship's companies to attach the VPS. His innovation has earned him a cheque from the Herbert Lott Fund.

Cdr Wills was working as the marine engineering personnel and policy advisor to Flag Officer Surface Flotilla when he struck on the idea, but he has since been appointed Commander at HMS Nelson.



Cdr John Wills

Worthy Penberthy

A ROYAL Navy physical trainer "recognised throughout the NATO community in Portugal as an outstanding senior rating" has received a commendation from the then First Sea Lord, Admiral Sir Benjamin Bathurst.

CPOPT Steve Penberthy's unstinting commitment never flagged throughout his time on the staff of NATO's Iberian Atlantic Command.

"His actions contributed significantly to maintaining and improving morale and his legacy of a well-organised and safe sports and recreation department remains as a testament to his successes," Steve's citation said.



CPOPT Penberthy

LATER this month the Canadian patrol frigate HMCS Vancouver will return to her home port of Esquimalt, British Columbia. Among those on board to be welcomed home by their family will be Lt Chris Webb RN.

The Sea King observer serving on exchange in Canada was deployed in the Vancouver to a number of Pacific Rim countries.

The programme took in Hawaii, where HMCS Vancouver and her sister vessel Regina carried out Sea Sparrow firings, Tonga, Australia, New Zealand and Western Samoa.

RESERVES OF STRENGTH

FIVE members of the Royal Naval Reserve have spent a fortnight in the Type 22 frigate HMS Brave familiarising themselves with life at sea.

Last year it was decided to update the role of the country's Volunteer Reserve forces and, where the RNR was concerned, this meant jettisoning such traditional tasks as the defence of ports and anchorages.

Full integration of the RNR into the Surface Flotilla is the way forward, with reservists training at sea in the destroyers and frigates they would help to man in time of crisis.

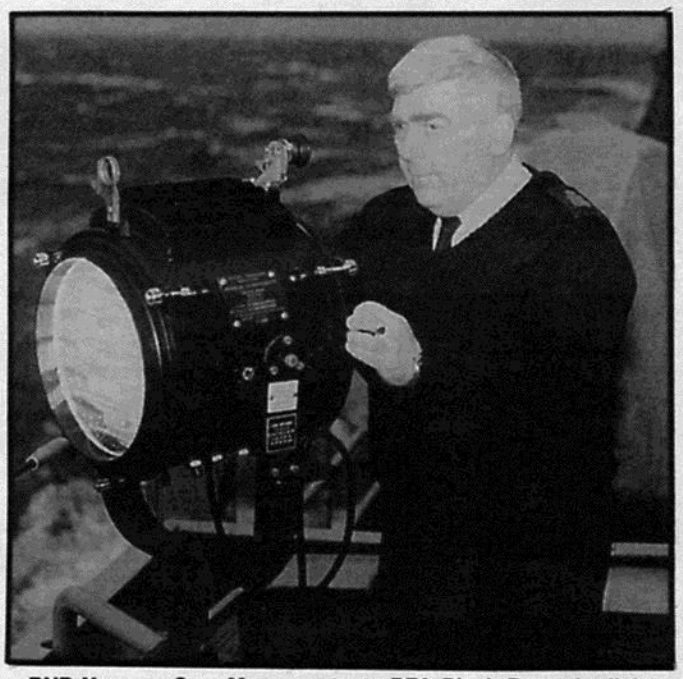
Intensive

The five embarked in HMS Brave underwent intense training, ranging from daily fire exercises to a full-scale "action stations" and war scenario.

RNR Yeoman Sam Merry, a computer programmer for British Telecom, said, "We were made to feel so at ease during our time on board that it wasn't long before we believed we were part of the crew.

"Anyone who thinks the men and women of today's Navy do not work hard at sea is drastically mistaken. The days were long and sometimes physically demanding, to say the least."

He added, "As a civilian visiting the Royal Navy I can now see why our British Navy is respected worldwide."



RNR Yeoman Sam Merry contacts RFA Black Rover by light before HMS Brave begins her approach for a replenishment of fuel at sea.

Picture: PO Gareth Phillips

Exchange banter

WHEN the Duke of Edinburgh officially opened a new aircraft repair and stores facility at Wattisham Airfield he spent a little time with Lt Tony Wiffin RN, second in command of 71 Aircraft Workshop.

Major Gen P.J.G. Corp, Director General Equipment Support (Army), told the royal visitor that it was Tony's birthday.

71 Aircraft Workshop is one of three workshops making up 7 Battalion REME and repairs Army helicopters. Formerly based in Germany, the Battalion now shares Wattisham Airfield with 3 and 4 Regt Army Air Corps. It maintains strong links with the Fleet Air Arm. A number of Royal Navy personnel are serving on exchange with Army aviation units. Another of them was on parade for the Duke of Edinburgh's visit — LAEM Albert Hare.

Well done!

LREG Stephen Hawkins has been awarded the Regulating Branch Association (93) Tankard to mark his achievement as top student on the leading regulators' course. He had already received the MAA Brian Welch Trophy.

The Regulators Branch Association adds (93) after its name to differentiate itself from an earlier association. Chairman Bob Allon made the presentation.





'Guinness? What's that — some sort of Irish Coke?'

NEWSVIEW

Trials and tribulations

FIFTY YEARS ago this month the London Agreement laid down the ground rules for what Norman Birkett called "the greatest trial in history".

Now, fifty years later almost to the day, the familiar phrases of the Nuremberg indictments reappear as we hear that the Bosnian Serb leaders Radovan Karadzic and Ratko Mladic have been formally charged with "genocide and crimes against humanity" by the International War Crimes Tribunal for the Former Yugoslavia.

Also charged are the rebel Croatian Serbs' so-called president Milan Martic — and 21 others said to have been involved in "ethnic cleansing" in Northern Bosnia in 1992.

Ironically, the warrants for their arrest were issued even as reports arrived of the fall of the Muslim enclave of Zepa and a fresh wave of barbarities.

Whether or not their perpetrators are ever called to account for them, as in 1945 there is no doubt that hideous crimes have been committed in what is no longer a far-off country — and this time British servicemen have been caught in the middle as they work hard to mitigate their effect.

Deteriorated

The situation has deteriorated sharply in recent weeks — and for HMS Invincible and other units in the Adriatic there is the prospect of tension as they wait, in the words of Invincible's commanding officer, "on offer to NATO to take part in any operation which they deem necessary".

So even as the veterans of the 'forgotten' British Pacific and East Indies Fleets gather to mark the 50th anniversary of the war against Japan, their modern counterparts are again required to be "ready to do the business" much closer to home in the 4th year of Europe's bloodiest conflict since 1945.

Theirs is a commitment worthy of note — though no one would celebrate its necessity.

Ceasefire

More immediate cause for celebration comes with definite moves to resolve another long-term problem in the wider European community's opposite corner.

Still much closer to home this summer has come HMS Brocklesby's visit to Dublin — the first by an RN ship for 30 years and a natural progression, says the Irish Defence Minister, from the ongoing ceasefire in the North and the recent visit to the city by The Prince of Wales.

Commodore John Kavanagh, Flag Officer Commanding the Irish Naval Service, has underlined its success by looking forward to more of the same to Irish ports in the future.

MIND THE GAP!

Surplus volunteers for redundancies

● *From front page*

front-line strength will be the Service's top priority.

However, Admiral Boyce gives an assurance that there are no further plans for redundancies. "Given the present Government's commitment to a period of stability in defence funding, and its intention to maintain our current front line, I envisage that any further manpower imbalances caused by management initiatives and other factors which reduces numbers, will be managed by sensible and sensitive use of normal manpower controls."

Of the numbers leaving, 440 are RN officers and 1,826 are ratings. There were no compulsory redundancies from the Royal Marines, who are shedding 22 officers and 106 other ranks.

In fact, the 3,850 applications for redundancy far outweighed the total requirement for about 2,400. However, insufficient applications were received from some categories — and in some other categories, people who had not applied were selected in preference to those who had, "to ensure that the best match of employability and specialist skills is retained in the Service."

Expert advice

The number of non-applicants selected — 102 officers and 106 ratings — were fewer than expected as redundancy boards were able, where possible, to offset the shortage of applicants in some categories by selecting additional applicants in others.

For those who have been made redundant, early and expert resettlement advice is available through the Navy's own organisation and through independent bodies such as the Regular Forces Employment Association. The RFEA provides a free service to NCOs through its 39 offices nationwide.

In many cases the financial package for those leaving is not insignificant. A captain with four years' seniority would receive a lump sum payment of more than £71,000 on being made redundant, as well as a terminal grant of almost £64,000 and an immediate pension of £21,329 a year.

Lieutenant-commanders with 22 years' service, with four years in rank and with more than five years to serve receive a special capital payment of £44,352, a tax-free terminal grant of £34,497 and an annual pension of £11,499.

A chief petty officer with 16 years' service and with more than five years left to serve receives a capital payment of £37,350, a terminal grant of just over £16,000 and a pension of £5,365.

In all about 25 captains and 100 commanders are being made redundant as well as 25 surgeon captains and commanders and 25 QARNNS officers. The job cuts affect a total of 300 categories of naval personnel.

PRESS BRIEFING

STORIES which appeared in the national newspapers during July included the following:

WRECK of the Japanese submarine I-52, sunk in the Atlantic in 1944, has been located by American marine researcher Paul Tidwell. The submarine sank off the west coast of Africa in waters more than three miles deep, while carrying two tonnes of gold to Germany.

□ □ □

HMS Indefatigable, an independent school founded 131 years ago in Anglesey to train boys for a nautical career, closed without warning on July 3.

□ □ □

AN RNR officer facing dismissal as a lesbian, appealed in an open letter to the Defence Secretary to lift the Services ban on homosexuals and lesbians. Lt Liz Campion had been suspended from her part-time job in the Joint Services Intelligence Organisation, it was reported.

MEDALS awarded to the naval officer who inspired Nicholas Monsarrat's novel "The Cruel Sea", were auctioned for just over £3,000. The late Charles Cuthbertson, who was awarded the DSC, was the corvette captain upon whom Monsarrat based the character played by Jack Hawkins in the film version of the book.

□ □ □

THE US Navy created its first new fleet since World War II. The Fifth Fleet has an operating area from Egypt in the west to Pakistan in the east and from Iraq in the north to Kenya in the south. It includes an aircraft carrier and a nuclear submarine.

□ □ □

A STUDY commissioned by the National Maritime Museum has shown that Nelson's personality became happier and more balanced after he lost his arm. The research, which analysed the great man's handwriting, was carried out by consultant graphologist Olivia Graham.

Fieldhouse fund for venturers

A NEW Trust fund in the memory of the late Admiral of the Fleet Lord Fieldhouse will enable young people to fulfil their dreams of sailing a tall ship on a long voyage of discovery.

The Fieldhouse Fellowship fund, run by the Astrid Trust, has been set up as a result of a £2,000 donation by The Worshipful Company of Shipwrights, a City of London Livery Company.

'Truly great'

The Astrid Trust's director of operations, Cdr Nick Messinger RNR, served on Admiral Fieldhouse's Task Force operations staff during the Falklands War, when the admiral was C-in-C Fleet.

"He was a truly great man," he recalls. "He was an outstanding leader and a shining example in the very finest tradition of the Royal Navy."

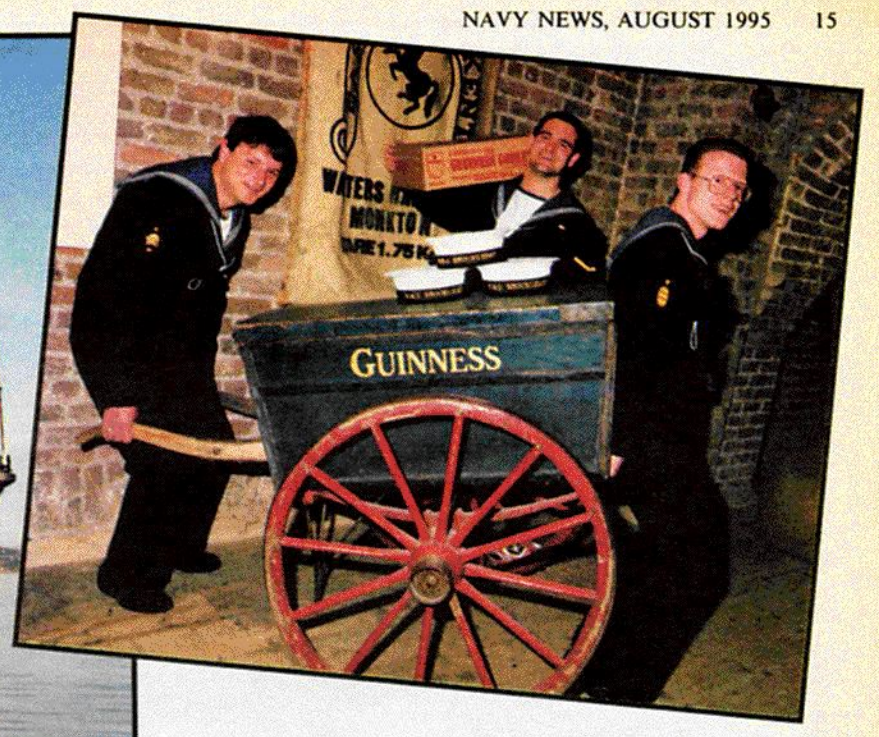
In a letter to the Astrid Trust, Lady "Midge" Fieldhouse said: "John would be delighted. He was so very fond of Astrid, and it is a great honour to have a memorial trust in his name."



Lord Fieldhouse... a new trust in his honour.

For further details and information on how to make a donation to The Fieldhouse Fellowship, contact Cdr Messinger at The Astrid Trust, 9 Trinity Street, Weymouth, Dorset DT4 8TW.





● *Above: through streets broad and narrow, a bnarrowload of Dublin's best-known brew for (left to right) LS (Diver) Pete Martin, MEM Ged Crummy and AB (MW) Billy Hull.*
● *Left: a creamy smooth arrival in Dublin Bay for HMS Brocklesby.*
● *Below: VIP guests on board the first RN ship to visit Dublin for 25 years were (left to right) Commodore John Kavanagh, FOC the Irish Naval Service; Lt Gen Gerry McMahon, COS of the Irish Defence Forces; British Ambassador Mrs Veronica Sutherland; and Irish Defence Minister Sean Barrett, with HMS Brocklesby's CO, Lt Cdr Wayne Keble.*

After 30 years, the Navy returns to Dublin's fair city—

Thank goodness!

HMS BROCKLESBY'S visit to Dublin was the first by a Royal Navy ship for over 30 years — and the first to any port in the Irish Republic for 25.

Speaking on board, Irish Defence Minister Sean Barrett said he saw the visit as a natural progression from the ongoing ceasefire in the North and the recent appearance in Dublin by the Prince of Wales.

Mr Barrett was a guest at a reception also attended by the Chief of Staff of the Irish Defence Forces, Lt Gen Gerry McMahon; the Flag Officer Commanding the Irish Naval Service, Commodore John Kavanagh; and the British Ambassador to Ireland, Mrs Veronica Sutherland.

Commodore Kavanagh told an Irish Television interviewer he was delighted to see the Royal Navy back and looked forward to more visits by RN ships to Irish ports in the future.

It was a prospect shared by the mine countermeasures vessel's ship's company — for Dublin was variously voted "one of the all-time best runs ashore" and "better than last year's trip to the Med."

They discovered a charming, relaxed city with bands, buskers and bars providing excellent entertainment.

In all sailors' minds Dublin and Guinness go naturally together — so a visit to the famous brewery's Hopstore as guests of the company was a popular event for 20 of Brocklesby's people, who were treated to plenty of samples of the end product.

No-one, anyway, was prepared to disagree with the oft-repeated claim that it is here that Guinness tastes best...

A soccer match between Brocklesby and the Irish Army's 2nd Infantry Battalion at Cathal Brugha Barracks developed into a spirited and high-scoring contest, the Navy side finally going down to a 9-4 defeat — still a creditable result for a team culled from a ship's company of only 45.

Meanwhile the Navy's tradition of throwing a children's party was kept up, with underprivileged youngsters from the city's Ballyfermot area enjoying big eats and entertainment at the hands of the usual band of 'pirates'.

One event here went down notably well — the spectacle of one particularly evil buccaneer being made to walk the plank and ending up in the water of Dublin docks.

Commanding Officer Lt Cdr Wayne Keble told Navy News he hoped the visit had been "a small stepping stone in the peace process".

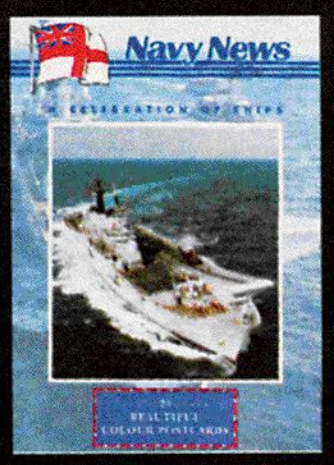
"We all experienced to the full the legendary hospitality of the Irish, rekindling the longstanding good relations that exist between our two navies," he said.





● *City of bands and buskers — OS Mick Healey of the Irish Navy sets the local scene for AB Phil Moorcroft and LS (Diver) Pete Martin.*

Presentation
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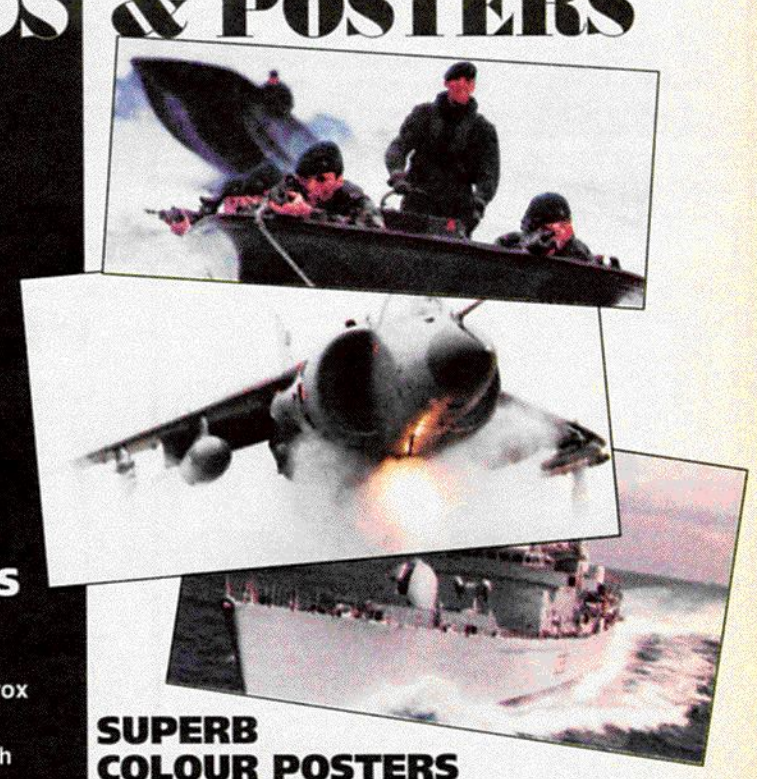
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● CURTAIN RAISER: the 20th Hong Kong Dragon Boat Festival provided a valuable warm up for the first World Championships in China.

Report by Sgt Marc Wicks, RM

Pictures by LA(Phot) Steve Lewis



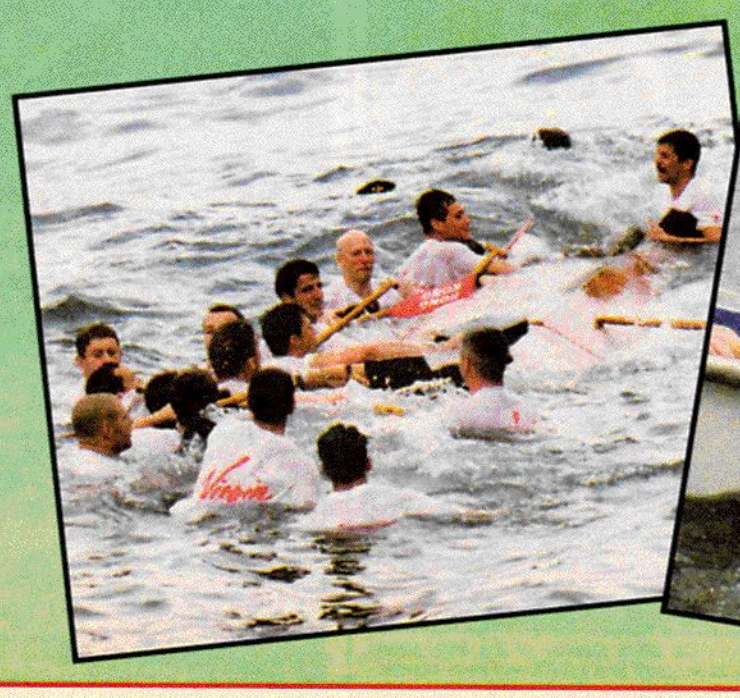
● SUPER-FIT: but the Royal Marines have learned that with dragon boat racing it's technique that counts in the end.

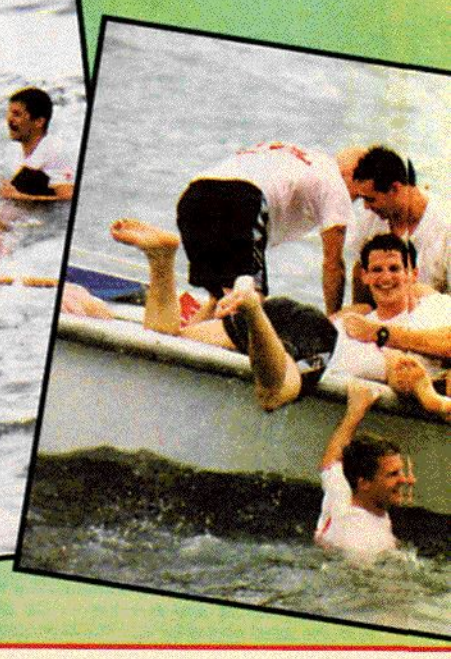


● SHARK LOOK-OUT: a man eater was stalking the waters of Hong Kong during training sessions — and w weather (below) no-one was disposed to linger. . .

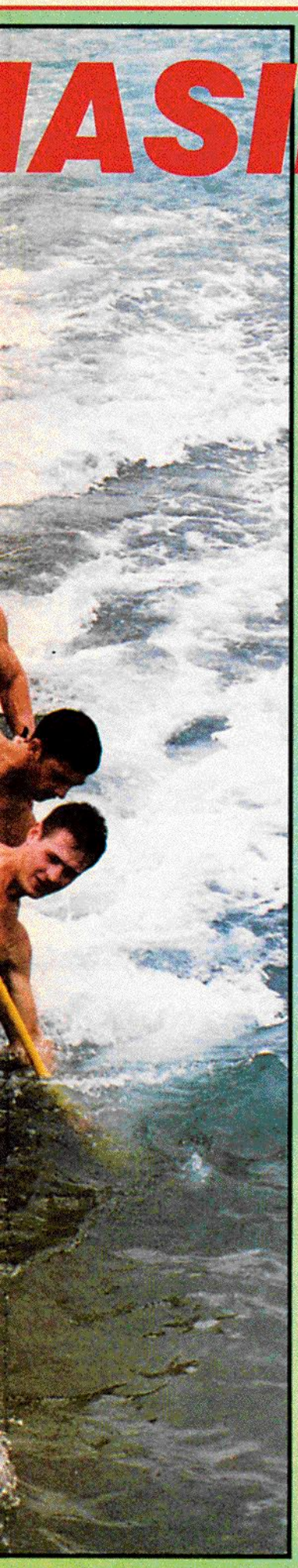


● BALLOONS AND BROLLIES: opening ceremony as the rains hit Hunan.



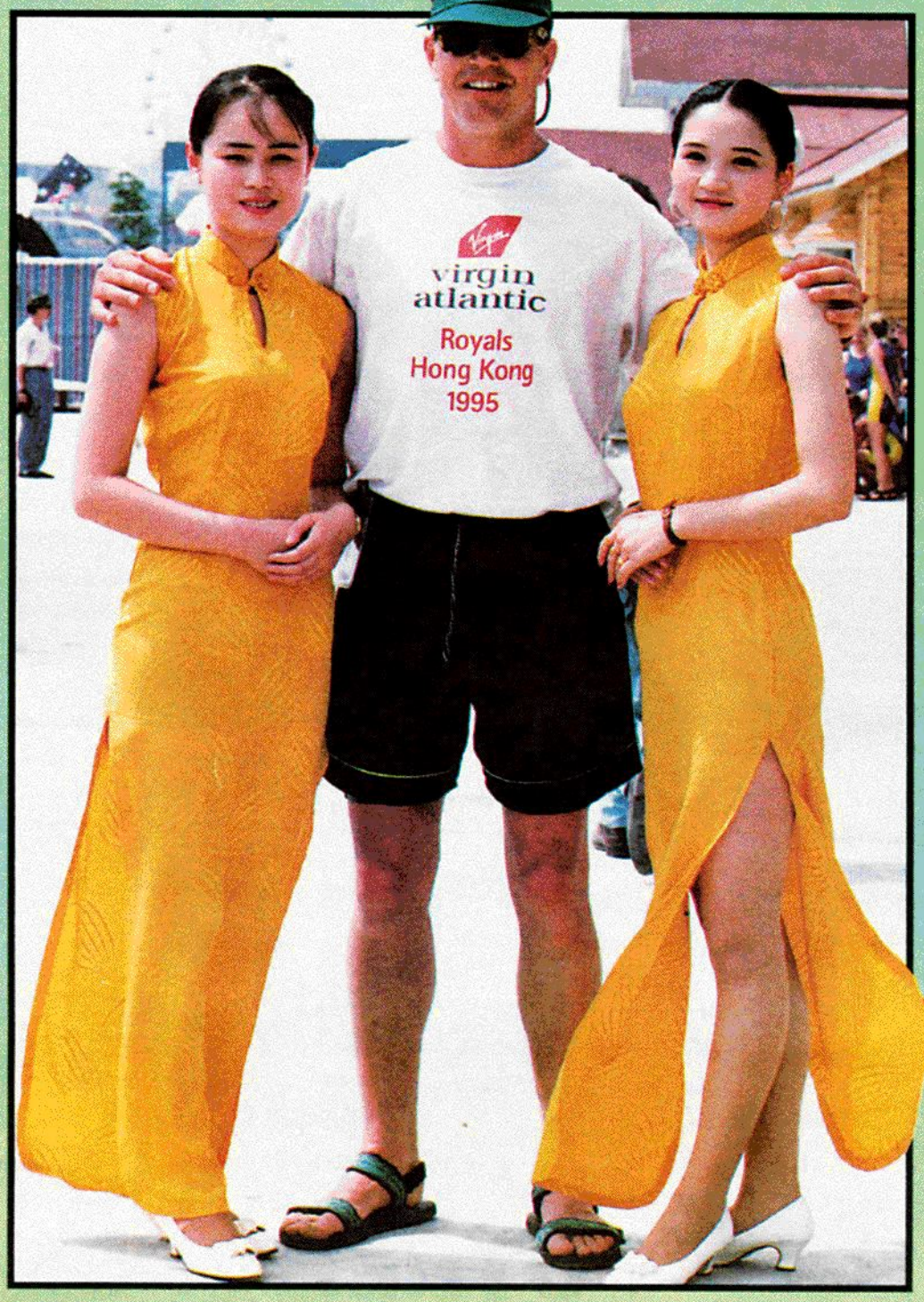


IASING THE DRAGON



when the boats capsized in rough





● GOLDEN GIRLS: two presenters wearing traditional cheong-sams caught the eye of Sgt Andy Garland, Royal Marines team captain at the Dragon Boat Racing World Championships at Yue Yang.

Royals hit a new sporting high



● NANHU LAKE, HUNAN PROVINCE: women's teams from Australia, Canada and China (the winners).

OVER 2,000 years ago in the Chinese kingdom of Chu, the corrupt government falsely accused Qu Yuan, a leading local statesman and poet, of treason.

He was banished from the kingdom and in despair threw himself into the Milo River. Frantic attempts were made by fishermen to row out and save him, but to no avail.

Dragon boat racing has evolved as a re-enactment of this story — the dragon head at the prow wards off evil water spirits — and has now become an international sport bordering on Olympic recognition.

Its rapid growth, due to the fast, furious and powerful competition it generates — prompted the first World Championships in China this summer — and I and 23 other Royal Marines were invited to provide the UK's B team in the men's open category over 250m, 500m and 1,000m.

Last year a team went to compete at Hong Kong and found that without specific skill and paddling technique no amount of physical prowess would prevail.

A few of the team members were bitten by this exhilarating sport, though, and were determined that the Royals would save face by doing a better job this time.

Just to make a final would suffice — after all, the Asian teams have grown up on it while the New Zealanders and the Canadians had an 18-month build-up to the championships, the Swedes were subsided by their government to train three months a year and the Americans had six Olympic paddlers on their team.

We had six weeks on the Exeter Canal — but we are still the reigning British Novice Champions.

In total there are 22 people to a boat — 20 paddlers, a coxswain and the smallest RM bandsman we could find, the drummer "Wiff". Sgt Andy Garland took care of the training, concentrating mainly on technique learned from Dan Federouk, Hong Kong's paddling guru.

Then it was off to Hong Kong — courtesy of Virgin Atlantic, our sponsors who donated 24 return flights — to acclimatise both to the weather and to international competition by first taking part in the 20th Hong Kong Dragon Boat Festival.

Forty overseas and 129 local teams competed in Victoria Harbour this year — compared with just one overseas and nine local teams when the festival started in 1976.

The main news this time, however, was the presence of a 15 ft 1½ ton Tiger shark that had lately eaten three people in the local waters. Before our first official race practice we managed to get an extra training session at the Hong Kong Club — which seemed a good idea at first, but as the light faded at least a kilometre outside the shark nets the whole boat was humming the theme tune to 'Jaws' . . .

"A kilometre outside the shark nets the whole boat was humming the theme tune to 'Jaws'. . ."

A few days later virtually all the boats training in the harbour capsized due to some rough weather. It's amazing how quickly your front crawl can improve!

In our first race we were up against two of the fastest teams in the world, China and Canada. Also in our heat were the Australian champions, the South Africans and the Malaysians.

Before we knew it we were off and into our rapid stroke. Your awareness of other teams around you is very limited as, if the correct stroke technique is being used all heads should be facing in the boat — and when we had covered the 640m we found to our amazement and jubilation that we had beaten the Aussies and the South Africans and were only seconds behind the Malaysians.

Unfortunately this was to be our finest hour in Hong Kong, although a few more scalps were taken on the final day. The Grand Final was won by the new and up and coming stars of dragon boat racing, the Indonesians, who even shocked the Chinese.

To round off the festival a spectacular hospitality night was held at the Hong Kong Conference Centre, with fluorescent dragon dancers and a selection of traditional oriental dishes — including shark fin soup.

Next day China called and together with the rest of the GB team (civilians from a selection of paddling clubs) and the South Africans, 98 in all, we piled into a bus built for 60.

An Irish parliament went into session with the Chinese officials and we managed to get a connecting train to meet the one we missed. — and 15 hours and 600 miles later we arrived at the Yue Yang Towers Hotel.

The opening ceremony for the World Championships at Nanhu lake was a grand affair with 80-100,000 people in attendance, holy fire burning and the release of thousands of doves and balloons.

As representative teams paddled around the lake, dragon boats with up to 50 paddlers followed and after the lighting of the Games torch helium-filled dragons rose into the sky at the start of an 80-minute firework display.

Racing was over a four-day period and to our disadvantage we only managed to have 17 paddlers while all other teams had a full 20.

Even so, we made it to the 250m final — and found ourselves becoming faster each time we went out to compete, even with a total change of stroke halfway through which proved to be in our favour.

And with three men down we still beat the GB 'A' team in a head-to-head race over 500m.

Again the Chinese dominated the Championships by winning every final at every distance and in every group — that is men's women's and mixed races.

But we are looking to build upon our base for the future. By this time Navy News goes to press we should have qualified for the European Championships in Nottingham in September and there are many international festivals in the not too near future. And another World Championships in two years time.

Classic brought up to date

THOMAS Harbottle's 1904 classic "Dictionary of Battles" is now updated for the third time by George Bruce as the *Collins Dictionary of Wars* (£14.99)

Thus it now includes references for the Falklands, the Gulf, the Iran-Iraq War, Chechnya — and Afghanistan, which the last edition just missed.

It claims to provide key facts on every major battle in recorded history, from Aachen (October 13-20, 1944) to Zuyder Zee (October 11, 1573) — and so within 277 pages the entries are necessarily short.

But if the new title reflects the changed nature of war, set battles having long been antiquated, there is at least one war that should not have been left out — the "Cold War", easily the most important and expensive in matériel post-1945, even if it saw comparitively few shots fired in anger.

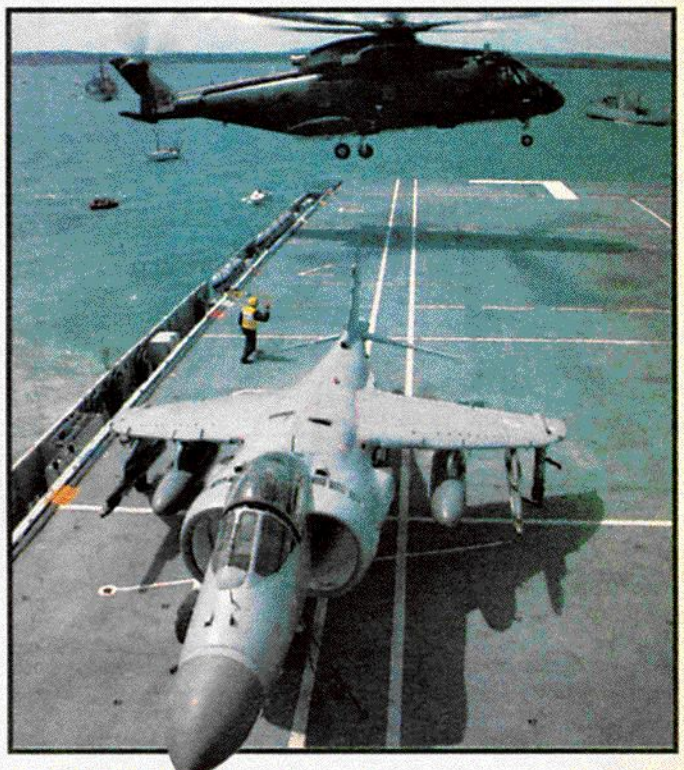
In any case, with its passing, current thinking points toward more localised conflicts which may soon unhappily require a further edition.

As Field Marshal Lord Carver notes in the foreword, the Retreat from Moscow was of greater significance in the Napoleonic Wars than were all of Bonaparte's preceding victories.

— JFA

A coffee-table stunner





HMS NEWCASTLE makes a sharp turn to starboard — aviation photographer Jeremy Flack takes to the water in *Today's Royal Navy in Colour*, the product of three years' work with "a formidable, diverse fleet capable of operating across the world's oceans".

Visually stunning — the author gives over space for several dozen pictures provided by the RN's own Photographic Branch — this offering covers the whole subject by type of craft and also features the work of fishery protection and survey vessels, HMY Britannia, support services, shore establishments, the Royal Marines, naval air units and the reservists.

● Above: "Fly Navy" newcomers — the FA2 Sea Harrier, currently in service in the Adriatic, and the Merlin helicopter.

— JFA

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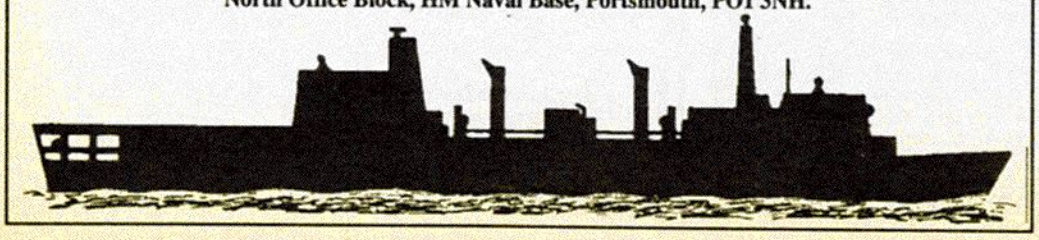
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AN OBJECT LESSON IN TURNING THE OTHER CHEEK. . .

DUE to the incompetence of her drunken master, the merchant brig Isabella foundered on the Falkland Islands — then occupied — on February 8, 1813.

Miraculously all on board — including nine women, one heavily pregnant — survived the wreck. More remarkably still, they all survived the ensuing months of exile — even to leave with one more than had arrived, the infant born to a British Army captain's wife on the mud floor of a hut made of turf and delivered by the wife of an Irish convict and a Port Jackson prostitute.

In between, six of the party sailed a thousand miles in a 17ft boat to Buenos Aires to alert the British authorities there.

As it happened, two ships came to the rescue of the castaways, one the American merchant brig Nanina, the other the Royal Navy brig HMS Nancy — a situation complicated by the fact that the War of 1812 had recently broken out.

And in fact the chief hero of David Miller's **The Wreck of the Isabella** (Leo Cooper £16.95) is the commander of the Nanina, Charles Barnard — the "American Crusoe" — whose own crew subsequently mutinied and abandoned him on Beaver Island with the four companions with whom he had landed to forage for provisions.

Unspeakable

These four soon deserted their boss in turn — but later, unable to cope on their own — returned to him.

His forebearance toward them — especially toward the ringleader of this mini mutiny, the unspeakable Samuel Ansell, whom he actually took the trouble to teach to read — truly restores one's faith in human nature in a narrative replete with villainy.

Barnard's partial redemption of this unsavoury character is itself a morality tale stranger than any of the fictions that the later Victorian moralists could have dreamed up — indeed the whole scenario strains credulity.

Publisher Leo Cooper makes a rare impassioned plea to pay special attention to the latest imprint from Pen & Sword Books — though he is somewhat wide of the mark in stating that it is set in the War of American Independence. . .

He need not have bothered, anyway. It takes a while to take off and the chronology of the main rescue story which takes up two thirds of the book jumps about a bit — but the coda of Barnard's towering achievement is unputdownable.

— JFA

In which 15 we served

GEORGE Treadwell's naval career began as a Boy Seaman in 1927 and ended in 1963.

He served in 15 ships, and the title of his memoir *I Must Tell England — by one of the "Hungry Hundred"* refers to his time in HMS Queen Elizabeth. Lt Cdr Louis Mountbatten was Fleet Wireless Officer — a circumstance the great man remembered 34 years later at a Burma Star reunion.

Halfway between CPO Treadwell had met up with Mountbatten again — on board HMS Nelson for the surrender of the Japanese at Singapore.

In 1985 George single-handedly started a yearly reunion for those who had served in her — remarkably, none had been arranged before.

They have met every year since — a lasting tribute to one described by the Sub of her gunroom, Vice Admiral Sir John Forbes, as a "determined, utterly unflappable and remarkable man".

Published by Avon Books at £6.95. Tel. 0171 978 4825.

-JFA

DON'T GET BUGGED!

TALK about nightmare scenarios. . . The consequences of a germ warfare experiment in Africa quietly simmer away for a decade or so, then dramatically break surface in an isolated village. The place is quarantined but an infected monkey has already been snatched by a wildlife poacher, and is winging its way across the ocean.

Soon we are watching people just like us in a cinema inhaling lethal jet-propelled germs from the coughing and spluttering human carrier in their midst.

Ebola

Such is the premise of the new Dustin Hoffman movie **Outbreak** — reminiscent of the familiar folk legend about the origin of HIV, which probably constituted the film's genesis. On the other hand its release chimed disconcertingly with the emergence of the Ebola virus, a news story which the media soon dropped when the death toll stubbornly refused to continue climbing.

But if the subject matter is somewhat alarming, its treatment is on a strictly-for-fun basis. The villains (the Pentagon, naturally) are *so* villainous, Hoffman as the bug-buster in chief is *so* heroic that the proceedings rapidly settle into the sort of occasion to which Coke and popcorn is an almost compulsory accompaniment.



Protected against deadly microbes, Dustin Hoffman, Kevin Spacey and Cuba Gooding Jnr prepare to do battle in *Outbreak*. Morgan Freeman also stars.

Screen Scene

Perhaps the most indelible impression Hoffman has ever made was as the sleazy small-time hustler Ratso Rizzo in "Midnight Cowboy", the ultimate loser. It's a bit of a jolt, therefore, to find him in the sort of role more usually played by Harrison Ford, jumping in and out of helicopters, taking charge, making decisions. Finally the loser has made good. Ratso Rizzo saves the world.

Boys on the Side is a very American blend of raunchiness and sentimentality, with four-letter words flowing from the characters' mouths as readily as tears flow down their cheeks.

Solitary

Its personnel muster as follows: a black lesbian nursing a broken heart, a flaky teenager who's accidentally killed her boyfriend and a shy middle-class girl whose solitary sexual encounter has left her with Aids.

Thus supplied with enough problems to keep a soap series occupied over five seasons, the trio hit the road, heading across the States towards the resolution of their various situations. Whoopi Goldberg, Drew Barrymore, and Mary Louise Parker skilfully wring every laugh and sniffle out of this affecting, entertaining, and outlandish concoction.

— Bob Baker

Varied voices

BOOK titles are often misleading — some deliberately so, to suggest to the purchaser that he is getting something rather more exciting than what is actually contained between the covers.

But of **Signals from the Falklands** (Leo Cooper, £18,95), John Winton's anthology of the campaign of 1982, the reverse is true.

For this is not a story of a war told in official communications from the Fleet but a collection of personal reminiscences, mostly hitherto unpublished, which clearly shows there is still much to be discovered about a confrontation that suffered more than most from too much coverage too soon.

It has been, says its editor, a dozen years in the making — since he let it be known even as the ships began to come home that he wanted to set straight the record of the Navy, which he felt had been given less credit than was its due.

And so its chief strength is shown in the choice and variety of voices selected.

Thus on the one hand we have Christopher Wreford Brown's matter-of-fact description of the war's most controversial act, the sinking of the Belgrano, as delivered in a lecture to Cambridge University.

And on the other — if raw emotion is part of the picture rarely painted by senior officers, — LS (Radar) Jeffrey "Bunny" Warren, DSM, whose coolness and professionalism in extremis are matched by his literary skill as he describes the end of HMS Antelope.

"The stiff breeze took me and the liferaft down the port side towards the fire. Leaning out I paddled frantically, trying to reach the rope, only to find that as the liferaft was round like a coracle it was going round in circles. Pop . . . hiss . . . aluminium from the superstructure hit the raft and she started deflating, despite the double skin.

"Scared wasn't the word. It was the first occasion I can remember, apart from when I was a child, when I really wanted my mother."



Main picture: PO(PHOT) Dizzy de Silva

The Beverley Sisters catch up on last month's edition of *Navy News* (left). And flashback to December 1954 (above) when they appeared in the publication — then *Portsmouth Navy News* Readers were invited to send in for an autographed picture.

Beverleys top the bill

THEY'VE lost none of their sparkle. The Beverley Sisters — Joy, Teddie and Babs — who wowed audiences in the 50s and 60s, have made a triumphant comeback in the 90s.

And a new generation of fans has come to appreciate how the glittering trio won such a special place in the hearts of the British public . . . and of the Royal Navy (see picture above right).

Young and old alike will have the chance to hear the sisters sing when they top the bill at a spectacular open-air concert in Portsmouth, a grand finale to the nation's Second World War commemorations.

On Sunday, September 3, a massive domed stage and seating for up to 8,000 people will be erected in front of the Royal Marines Museum, Eastney.

Emphasis

Richard Baker will host the evening and guide the audience through a programme of entertainment with the Second World War as its linking theme. Special emphasis will be placed on the war in Burma and the Pacific.

Backdrop

Along with the Beverley Sisters, the Royal Marines Concert Band and a 60-voice choir will provide the musical backdrop.

There will also be a parade of veteran standards, plus Scottish dancers, drummers, buglers, fanfare trumpeters and more. A huge video screen presentation of VE and VJ Day footage will enhance the mood of nostalgia and the whole event will culminate in a massive firework display over the stage and museum.

The event will begin at 1930 and last for two hours, with a 30-minute interval. Tickets for the public cost £7.50 for adults and £6.50 for senior citizens, under-16s and the disabled. They are available from Portsmouth Guildhall box office (tel. 01705 824355)

● Veterans of the British and Pacific East Indies Fleets should apply directly to the Royal Marines Museum (tel. 01705 819385).

BRILLIANT MIXED COMPANY

HMS BRILLIANT, a six-part BBC 1 series following the Type 22 frigate's Adriatic deployment last autumn, opened on July 26.

From the outset, it looks like being a warts-and-all portrait, showing the changing face of the Navy in the 1990s in ways that will alarm the traditionalists.

Yet it may be that it is more true to its subject than former essays of the kind were allowed to be — more than even the still legendary "Sailor".

The films are enlivened by an outspoken ship's company prepared to tell it like it is — in the words of LS Micky Goble: "Sometimes I think this ship is like a little England . . . You got every type on board that you would have at home: brainy types, brawny types, nice ones, 'orrid ones.

"You got doctors, cooks, mechanics, sparks, chippies. You got mad scientists, village idiots, high class toffs and then a few bog-common dregs to make up the numbers . . ."

He doesn't mention the women. At the traditional SODS opera to be screened on August 9 the ship's 19 Wrens will show they can give as good as they get.

Christopher Terrill's book to accompany the series, **HMS Brilliant — In a Ship's Company,** is published by the BBC at £14.99.

- JFA

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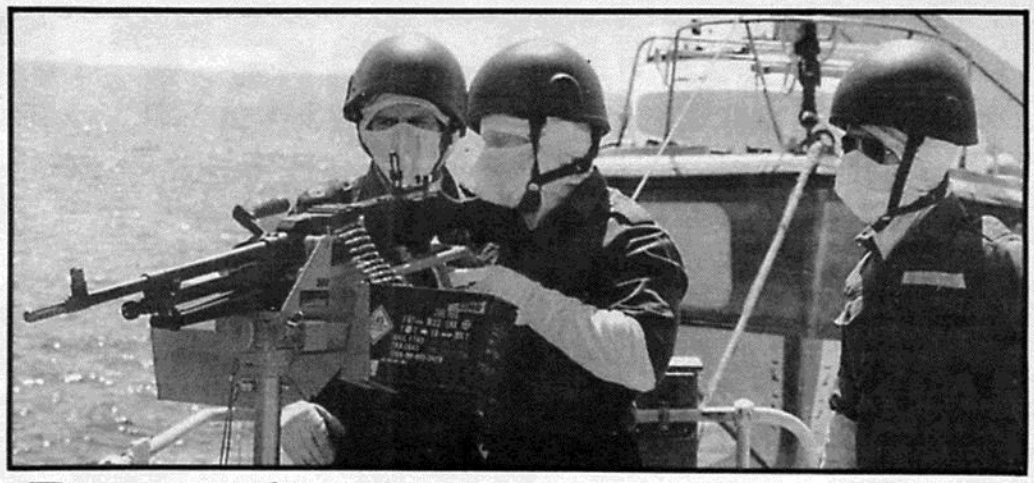
Bulldog is given a set of teeth

A GUN CREW in HMS Bulldog get the feel of one of the two general purpose machine guns with which the ship has been fitted — making her the first of the Royal Navy's coastal survey vessels to receive the weapon.

The picture was taken during post-refit sea trials and shows ABs Hatchard and McHugh practicing under the supervision of CPO Carberry of the Fleet Close-quarters Weapons Team.

Bulldog's weapons enhancement is particularly welcome as she prepares for deployment to the Gulf.

As well as the machine guns, the 27-year-old survey vessel has received an update — including Atlas Deso 25 echo sounders — which has virtually made her as good as new.



Notice Board

Appointments

Capt M.C. Shirley, HMS Sultan as Captain. Oct 26.

Capt A.P. Masterton-Smith, Dartmouth BRNC as Captain. Sept 26.

Capt H.W. Rickard, HMS Raleigh as Captain. Sept 19.

Loc. Col R.A. Fry, 45 Cdo RM as commanding officer in the rank of lieutenant-colonel. Dec 12.

Cdr K. Winstanley, HMS Southampton in command. Aug 11.

Points

THE following list shows the total points of the men and women at the top od each advancement roster for petty officer and leading rates as at August, 1995.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int," rosters are the basic dates of the top eligible personnel.

The number following the points (or basic date) is the number of men who were advanced during July.

CCMEAML — 224, 4; **CCMEAEL** — 157, Nil; **CCMEAMLSM** — 124, Nil; **CCMEAELSM** — 126, 3; **CCWEAADC** — Int (4.4.95), 1; **CCWEAWDO** — Int (4.4.95), 1; **CCWEAADCSM** — 161, Nil; **CCWEAWDOSM** — 231, Nil; **CCAEM** — 209, Nil; **CCAEAR** — 143, Nil; **CCAEAWL** — 320, Nil;

PO(EW)(O)/RS(W) — 251, Nil; **LS(EW)/LRO(W)** — Int (14.1.93), Nil; **PO(M)** — 84, 3; **LS(M)** — Int (15.6.93), 3; **PO(R)** — 319, 1; **LS(R)** — 109, 1; **PO(S)** — Int (12.10.93), Nil; **LS(S)** — 74, 1; **PO(D)** — 375, Nil; **LS(D)** — 630, Nil; **PO(MW)(O)** — 73, Nil; **LS(MW)** — 201, Nil; **PO(SR)** — 310, Nil; **LS(SR)** — 323, Nil; **PO(SEA)** — 434, Nil; **POCY** — 466, 1; **LRO(T)** — 493, Nil; **PORS** — 439, Nil; **LRO(G)** — 221, Nil; **POPT** — 304, Nil; **RPO** — 352, Nil;

POMEM(L)(GS) — Int, (22.6.93), 17; **LMEM(L)(GS)** — Int (10.3.94), 23; **POMEM(M)(GS)** — 579, 6; **LMEM(M)(GS)** — 318, 7; **POWEM(O)(GS)** — 109, 7; **LWEM(O)(GS)** — 108, Nil; **POWEM(R)(GS)** — 119, Nil; **LWEM(R)(GS)** — Int (19.3.93), Nil; **POCA** — 367, Nil; **POCK(GS)** — 348, 2; **LCK(GS)** — 230, 1; **POSTD(GS)** — 694, 1; **LSTD(GS)** — 459, Nil; **POSA(GS)** — 593, Nil; **LSA(GS)** — 141, 1; **PO WTR(GS)** — 181, Nil;**LWTR(GS)** — 126, 2;

POMA — 230, Nil; **LMA** — Int (10.5.94), Nil; **PO(S)(SM)(O)** — 260, Nil; **LS(S)(SM)** — 388, Nil; **PO(TS)(SM)** — 184, Nil; **LS(TS)(SM)** — 194, Nil; **PORS(SM)** — 369, 1; **LRO(SM)** — 185, Nil; **POMEM(L)(SM)** — 510, Nil; **LMEM(L)(SM)** — 174, Nil; **POMEM(M)(SM)** — 775, 5; **LMEM(M)(SM)** — 337, 7; **PO(WSM)** — 555, 1; **LOM(WSM)** — 385, Nil;

POWEM(R)(SM) — 87, Nil; **LWEM(R)(SM)** — 432, Nil; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 274, 1; **LSA(SM)** — 83, 1; **POWTR(SM)** — Int (2.12.92), Nil; **LWTR(SM)** — 177, Nil; **POCK(SM)** — Int, 1; **LCK(SM)** — 579, 1; **POSTD(SM)** — 439, Nil; **LSTD(SM)** — 990, Nil; **POA(AH)** — 1140, Nil; **LA(AH)** — 974, Nil; **POA(METOC)** — Int, Nil; **LA(METOC)** — Int (28.1.94) Nil; **POA(PHOT)** — 537, Nil;

POA(SE) — 693, Nil; **LA(SE)** — 446, Nil; **POACMN** — 494, 3; **POAEM(M)** — 322, 3; **LAEM(M)** — 441, 11; **POAEM(R)** — 120, 1; **LAEM(R)** — 466, 2; **POAEM(WL)** — 178, 1; **LAEM(WL)** — 415, 6; **POAC** — Dry, 1; **POWREN(R)** — 335, Nil; **LWREN(R)** — 327, Nil; **POWREN(RS)** — 556, Nil; **LWREN(RO)** — 456, Nil; **POWRENPT** — 311, Nil; **RPOWREN** — 182, Nil;

POWRENCK — Int, Nil; **LWRENCK** — Int, Nil; **POWRENSTD** — 1010, Nil; **LWRENSTD** — 314, Nil; **POWRENSA** — 347, Nil; **LWRENSA** — 153, Nil; **POWRENWTR** — 231, Nil; **LWRENWTR** — 120, Nil; **POWRENWTR(G)** — 382, Nil; **LWRENWTR(G)** — Int, Nil; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Int, Nil; **POWRENPHOT** — 433, Nil; **POWRENAEM(M)** — Int, Nil; **LWRENAEM(M)** — Int, Nil; **POWRENAEM(R)** — Int, Nil; **LWRENAEM(R)** — 431, Nil; **POWRENAEM(WL)** — 628, Nil; **LWRENAEM(WL)** — Int, Nil;

POWRENETS — 587, Nil; **LWRENETS** — 85, Nil; **LWRENTEL** — 517, Nil; **POWRENWA** — 367, Nil; **LWRENWA** — 348, Nil; **POWRENDHYG** — 349, Nil; **POWRENDSA** — 267, Nil; **LWRENDSA** — 98, Nil; **POEN(G)** — Int, (9.11.93), Nil; **LEN(G)** — Int, (8.2.94), Nil; **PONN** — 109, Nil; **POMA(Q)** — 219, Nil; **LMA(Q)** — 175, Nil;

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the higher rate, are applied in accordance with BR1066 Chapter 22:

POWRENQA — 347, Nil; **POWRENTEL** — 378, Nil;

In accordance with DCI(RN) 37/93 all qualified female sea-goers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

This does not include May 1995 C281 points.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by Captain Naval Drafting in June:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(R) — J.A. Knowles (Dryad), S.H. Delo (Dryad).

(COMMUNICATIONS GROUP) REG. AND PT

To CPOCY — C.J. Smith (Collingwood).

MARINE ENGINEERING

To CPOMEM(L) — T.P. Monk (Boxer), A.G.V. Denham (Shetland), P.D. Harding (Exeter).

To CPOMEM(M) — M.I. Hogden (Montrose), R. Burns (Illustrious), B.P. Abbott (Portsmouth FMRO).

WEAPON ENGINEERING

To CPOWEM(O) — N.W. Mackay (Iron Duke).

SUPPLY AND SECRETARIAT

To CPOCK — D.D. Wallington (Nelson).

To CPOSA — P.G. Scoffield (Argyll).

SUBMARINE SERVICE

To CPORS — M. King (Dolphin).

To CPOMEM(M) — T.W. Lilley (Renown - PORT).

To CPOWSM — W.J. Cox (Drake).

FLEET AIR ARM

To CPOACMN — C.C. Haycock (Seahawk).

To CPOAEM(M) — A.P. Godfrey (848 SQN Heron).

ACTING CHIEF ARTIFICER

Authority was issued by Captain Naval Drafting in July for the following ratings to be advanced to Acting Charge Chief Artificer:

ACCMEA — P.W. Albutt (FOST FMG), A. Hunter (Sultan), D.C. Buchanan (Hecla), J. Keenan (FSU 01), F.N. Greenshields (Tireless), R.S. Lewis (Renown - PORT), K.J. Loch (FOSM Faslane).

ACCWEA — P.S. Hayman (DGFS(ES), I.E. Wressell (Collingwood).

CPO ARTIFICER

Captain Naval Drafting has been notified of the following advancements to CPO Artificer which were made by commanding officers in June:

ACPOCT(A) — M. Bailey (Beaver), I.J. Greenwood (RNU RAF Edzell).

CPOMEA — W.J.E. Ball (Sultan), L.D. Green (Sultan).

ACPOMEA — J.A. Douglas (Monmouth), D.C. Field (Torbay), S. Gardner (Tireless), P.D. Howard (Excellent), T.M. Lynn (Cornwall), J. Nicholls (Portsmouth FMRO), R.I. Nixon (Portsmouth FMRO), R.J. Paton (Coventry), W.A. Riches (Intrepid), S.P. Slader (Neptune).

CPOAEA(WL) — S.M. Cottam (829 FLT 235), D.E. Gordon (800 SQN).

CPOAEA(R) — M.E. Arrowsmith (829 FLT 235), J.J. Evans (829 FLT 203), R.I. McArthur (819 SQN).

ACPOAEA(R) — J.N. Scott (815 FLT 239).

CPOWEA — A.M. Bloomfield (FOSF), C.T.H. Caesar (Drake), D.R. Cooke (Drake), G. Griffiths (Cattistock), G. Hopper (Edinburgh), R. Keenan (Neptune), S.J. Pearce (Lancaster), R.J. Rose (Battleaxe).

ACPOWEA — P.D.S. Robinson (Marlborough).

Swop Drafts

OM(C)1 Mc Haffie, HMS Nottingham. Will consider any Portsmouth ship preferably not deploying long-term. Contact Portsmouth NB Ext. 26613.

AB(M) Robinson, HMS Birmingham, will swop for any Plymouth ship deploying or not.

RO1 Howes, 0973 336403, drafted HMS Newcastle in refit at Rosyth. Any Southern draft considered.

LW(R) Anthony, MOD Main Building ext 83134/88909, draft RNAS Yeovilton, July for nine months. Willswop for any Northwood/London draft.

POWEM(R) Tickle, Portsmouth FMRO. Will consider any northern or LFS draft.

WCK1 S.A. Newton, HMS Nelson ext 24139, drafted HMS London, Sept. Will swop for any Portsmouth ship.

LW(R) Emma Ireland, HMS Dryad ext 4695, drafted HMS Westminster, Nov. Will swop for any Porstmouth ship not deploying.

RO1(G) P.A. Simpson, 3HS Mess, HMS Brazen, BFPO 234. Will consider any South-West or London area draft.

LMA Madeira, HMS Dryad ext 4490, drafted HMS Hecla, Sept. Will swop for any Portsmouth ship deploying or not.

CWEM(R) M. Cuff, FO Plymouth ext 2239/2260, drafted HMS Coventry, Jan. Will swop for any other Devonport ship deploying or not.

AB(S) Mackay, trained on 2016/2031/2050, 3HZ Mess, HMS Campbeltown, BFPO 248. Will swop for any Scottish draft.

LMA A.S. Watts, Cdo Log Regt, Coy Pool, Plymouth, drafted Derriford A&E unit, August 22. Will swop for anything in Portsmouth area.

POWEM(R) Taylor, FEC Rosyth, drafted ROCNORTHWEST, HMS Warrior, Dec. Will consider Portsmouth base or establishment.

AB(EW) Beetlestone, HMS York ext 22865/7/8. Will swop for any AB(EW) or OM(EW) who is GOP-trained in any ship not deploying or in refit/build.

OM1(EW) Neve, HMS Dryad, drafted HMS Campbeltown, Sept, deploying, next year. Will swop for any Portsmouth ship deploying or not.

LWEM(O) Clark HMS Coventry, BFPO 259, drafted HMS Montrose, Dec. Will swop for any Portsmouth ship deploying or not.

WR01(U) Thomas, Comachio Group, RM Condor (Arbroath) ext 2075. Will consider any other draft.

LS(R) Allington, 3 Mess HMS Marlborough, BFPO 333 (TAPS training required). Will swop for any Devonport ship or shore base.

WEM(R)1 T. Smith, E Watch Systems, HMS Warrior (tel. 93605 8242/8586). Will consider any Plymouth ship or shore draft.

LWSA O'Leary, FONA, RNAS Yeovilton ext 5443. Will consider any Portsmouth, Gosport or South-East draft.

LRO(G) S.Pearson, Devenport Field Gun Crew, HMS Drake, drafted FOSM, Northwood, Sept. Will swop for any Devonport area base or ship preferably not deploying.

AB(R) Downie (CACS), HMS London. Will swop for any ship in refit or not deploying, preferably HMS Coventry.

LWWTR L. Corr, HMS Dryad ext 4229. Will swop for any Plymouth shore base.

STD D. Sanderson, 6E Stbd Mess, HMS Illustrious, will swop for any Portsmouth ship deploying or not.

AB(M) Taylor, Guardroom, Mountwise, drafted HMS Orkney, Oct. Will consider any other sea draft.

LS(R) Farnes, 3P Mess, HMS Galsgow, BFPO 287, will swop for any Type 42 Batch 3, deploying or not.

LS(SEA) P. Tomlinson, Pier Head, HMS Doplhin, drafted HMS Itchen (Faslane based), Oct 3. Will swop for any Portsmouth ship or establishment.

LS(SEA) Sherwood, Pier Head, HMS Dolphin, ext 65224, drafted HMS Somerset (in build, Plymouth-based), Dec. Will swop for any Portsmouth Type 42.

POMEM(M) Wilson, HMS Excellent Fire School, Whale Is. ext 4054, will swop for any Devonport shore draft.

LOM(WSM) Hall, HMS Dolphin ext 65207, drafted HMS Vanguard stdb crew, Aug 8. Will swop for any Plymouth submarine.

LS(M) Sims, Security Section, HMS Osprey (until March), 5420/5733. Will swop for any Devonport area draft.

LMEM(M) P. Marshall, HMS Chatham, BFPO 253, deploying. Will consider any Portsmouth ship, preferably Type 42.

AB(M) Heaven, 2D2 Mess, HMS intrepid, will swop for any Plymouth shore draft.

WOM(C) 1 Scoble, 3HA Mess, HmS Brave, BFPO 233 (or contact 01752 225205). Ship deploying. Will consider any Plymouth ship, preferably not deploying.

LSTD D.B. Allen, 3G Mess, HMS Chatham, BFPO 253, will swop for any Portsmouth ship deploying or not.

RO1(G) Marriott, 3G Mess, HMS Cumberland, BFPO 261, drafted HMS Chatham, Nov, on completion OM course. Will swop for any Type 22/23 not deploying.

CK1 Gardiner, Caledonia Main Galley, HMS Cochrane, will swop for any Plymouth shore base or ship not deploying.

WAB(R) Wishart, HMS Birmingham, DGFS, drafted HMS Dryad, Aug. Will swop for any Plymouth shore base.

PO(SEA) McCready, ISSC/BSSC Office, Phoenix (tel. 93832 7019), drafted HMS Coventry, Dec. (one-year refit, Rosyth). Will swop for any Porstmouth shore base.

LCK Blachard, Main Galley, HMS Dryad, drafted HMS Illustrious, Sept. Will swop for any Portsmouth ship or base.

WOM(AW1) Lawrence, HMS Cambridge, drafted HMS Liverpool, June 96 (not deploying unit 97). Will swop for any Portsmouth ship from Oct 95.

AB(EW) S. Birkby, 3GS Mess, HMS Brilliant, BFPO 237. Will swop for any shore base near Resettlement Office.

AW(R) Till, Air Traffic Control, RNAS Yeovilton, ext 5470. Will swop for any Portsmouth shore base.

MEM(M)1 Wilding, HMS Ark Royal, Portsmouth NB ext 23362, drafted HMS Glasgow, Sept 25. Will swop for any shore base.

WAB(S) J. Reynish, 3HA Mess, HMS London, BFPO 328 (deploying). Will swop for any shore base ship in refit or not deploying.

LS(MW) Smith, HMS Neptune ext 7843, drafted HMS Blackwater, Jan. Will consider anything.

WEM O. Dennis, Phoenix Fire School ext 4054/5. Will swop for any Plymouth shore base.

WSTD Commins, Wardroom, RNAS Yeovilton. Ext 6626. Drafted 820 NAS, Nov. Will swop for any Portsmouth ship deploying or not.

OM1 R. Hayes-Bradley, HMS Edinburgh (in Rosyth, moving to Portsmouth end of year). Will swop for any Portsmouth base.

LSA D.J. Gray, HMS Drake, Ext 54249. Drafted RFA Argos October, will swop for any Devenport ship.

LRO T. Spence, HMS Montrose deploying for 2 months. Will swop for any Devonport ship.

Officer Promotions

PROVISIONAL annual selections for promotion are as follows:

SEAMAN

To Captain (31.12.95) — M.G.B. Manning AFC, J.G.H. Tighe OBE, W.N.P. Batho, J. Welch, C.H.T. Clayton, D.J. Cooke MBE, C.A.J. Silcock, P.J. Wilkinson.

To Captain (30.6.96) — D.J. Fifield, P.H. Watson, J.R. Fanshawe, M.K. Barritt, J.A. Boyd, A.P. Dickson, A.M. Massey, P. Lambert.

To Commander (31.12.95) — R.N. Wain, R.L. Bourne, R. Holmes, P.S. Doyne-Ditmas, P.F.A. Stonor, E.F.K. Seatherton MBE, I.H. Beaumont, N.R.E. Harrap, M.L. Davis-Marks, C.F. Douglas, M.C. Sillars, R.R. Best, S.A. O'Reilly, R.G. Harding, J.D.D. Murphie, N.R. Lambert, R.M. Pegg, K.W.L. Keble, P.D. Hudson, T.M. Lowe.

To Commander (30.6.96) — S.C.L. Nicholson, J.T. Betteridge, N. Langhorn, C.P. Ayres, N.C. Funnell, N.T. Sibbit, S.B. Furness, J.N.A. Wood, D.A. Halliday, M.E. Robinson, A.E. Rycroft, B.H. Warren, M.J. Perkins, N.R. Corrigan, D.L. Potts, D.E. Wolfe, S.J. Chick, R. Farrington, J.J.F. Blunden.

To Lieutenant-Commander — D.N. Bone (1.9.95), R.P. Talbot (1.3.96), B.J. Key (1.4.96), N.W. Hine (1.5.96), J.M.L. Kingwell (1.5.96), J.R.G. Abernethy (1.8.96), J.V. Reece-Jones (1.11.96), J.H. Dible (16.11.96).

ENGINEERING

To Captain (31.12.95) — E.F. Searle, J. Kirkpatrick OBE, E.W. Dawson, I.J.W. Richardson, R.G. Melly, K.J. Borley.

To Captain (30.6.96) — D.E. Whatmough, B.R. Eastley, B.L. Heselton, N.D. Latham.

To Commander (31.12.95) — M.A. Cummin, M.A. Smith, C.G. Spicer, M.R. Sewry, A.D. Penny, P.G. Herridge, D.C. Powell, R.G. Anderson, C.R. Forsey, J.T. Holloway, S.B. Brunton, S.P. Wyatt, J.P.H. Fulford, G.M. Watts, T. Johns.

To Commander (30.6.96) — P.W. Nixon, S.P. Farrington QGM, L.J. Heritage, K.F. Ratcliffe, S.R. Middlemas, D. Van Beek, M.J. Lovett, J.P. Price, E.D. Drake, T.J. Haley, J.S. Gourlay, J.A.J. Da Gama, J.J. Taylor, P.A. Erskine, M.A. Beverstock.

To Lieutenant-Commander — M.J. Williams (1.11.95), G.T. Little (1.1.96), C.R. Clough (1.5.96), A.R. Munns (1.1.96), M.D.J. Dyer (1.4.96), I.S. Stace (1.7.96), C.J. Coles (1.9.96).

SUPPLY AND SECRETARIAT

To Captain (31.12.95) — H.R. Whitaker, M.G. Lane.

To Captain (30.6.96) — A.H. Sinclair.

To Commander (31.12.95) — R.C. Ireland MBE, R.N. Storrs-Fox, P.C. Keefe, M.P. Bullock MBE.

To Commander (30.6.96) — N.S. Hawkins, M. Smith, A.G. Finlayson, C.E.W. King.

To Lieutenant-Commander — M.A.W. Bath (1.11.95), N.E. Philpott (1.11.96).

INSTRUCTOR SPECIALISATION

To Captain (31.12.95) — C.B.H. Stevenson.

To Commander (31.12.95) — N.P. Rodgers, D.S. Burton.

To Commander (30.6.96) — M. Windsor, D.W. Bridger.

FEMALE NON-SPECIALISATION

To Captain (30.6.96) — A.M. Picton.

To Commander (31.12.95) — A.M.B. Muxworthy.

To Commander (30.6.96) — P.G. Melville-Brown.

MEDICAL

To Surgeon Captain (31.12.95) — P.F.R. Tolley.

To Surgeon Captain (30.6.96) — W.M. Edmondstone.

To Surgeon Commander (31.12.95) — S. Hague, A.S. Hughes, P.J. Buxton.

To Surgeon Commander (30.6.96) — A.J. Burgess, A.J.D. Neal, R.M.C. McNeill-Love.

DENTAL

To Surgeon Captain(D) (31.12.95) — S. Lambert-Humble.

To Surgeon Commander(D) (31.12.95) — G.E. Sidoli.

To Surgeon Commander(D) (30.6.96) — R.E. Norris.

ROYAL MARINES

To Colonel (31.12.95) — A.A. Milton OBE.

To Colonel (30.6.96) — R.H.G. Fulton, D. Wilson OBE.

To Lieutenant-Colonel (31.12.95) — W.M. McDermott OBE, A.W. MacCormick.

To Lieutenant-Colonel (30.6.96) — T.M. Gregory, D.G.V. Heaver, J.G. Rose MBE.

To Major (31.12.95) — A.C. Wilson, S.T. Chicken, J.S. Mason, G. Tasker, R.J. Heatly MBE.

To Major (30.6.96) — S.L. Bruce, R.P. Stearns, F.H.R. Howes, D.G.D. McKinney MBE, A.D.J. Williams.

ROYAL NAVAL RESERVE

The following provisional selections have been made for promotion to date 30 September 1995:

To Surgeon Captain — J. Maitland.

To Captain — J.G.F. Stoy.

To Surgeon Commander — P.J. Hughes, R.K. Strachan.

To Commander — C.J. Arthurs, J.T. Craig, S.J. Eagles, T.W. Kyle, J.G. Rankin, W.M. Walworth.

Deaths

C/Sgt Ian Jackson, 42 Cdo RM, July 5.

Cpl O.G. Harries, RM Poole, June 28.

Mne Dean Carter, Commacchio Group RM, July 16.

AB(S)(SM) Adam Twells, HMS Sceptre, July 14.

LWEM Darren Vallendar, HMS Osprey, July 22.

Admiral of the Fleet Sir Varyl Begg DSO DSC, First Sea Lord 1966-69. Gunnery officer HMS Glasgow 1939-41 and in HMS Warspite 1941-43. Former CO HMS Cossack (1946), HMS Excellent and HMS Triumph. Vice Chief of Naval Staff, and C-in-C Far East in early 1960's. Later, C-in-C Portsmouth and NATO C-in-C Channel. Governor Gibraltar 1969-73. July 13 aged 86.

Vice Admiral Sir Arthur Pedder, Flag Officer Aircraft Carriers 1954-56. NATO Northern Region naval commander 1956-59. Served in HM ships Valiant, Cape Town, Malaya, Courageous (as FAA observer), Sussex, Mauritius, Khedive (in command), Phoebe (in command). Member of Association of RN Officers, June 22 aged 90.

Rear Admiral David Torlesse, former Flag Officer Ground Training. Served in HM ships Centurion (1918), Ajax, Hermes (as FAA observer). Courageous, Glorious, Nelson, Hood, Suffolk, Hunter (in command, 1944), Triumph (during in command, during Korean War). Director of Air Equipment (1946). FO Special Squadron (for Monte Bello A-bomb tests). Aged 93.

Cdr Peter Evenson, DSC and Bar, RNVR, coastal forces commander in Mediterranean during WWII. Led three MTBs on raid on Tripoli, 1943. 10th Flotilla commander. Carried out successful attacks on enemy ships during Dodecanese campaign. Former CO MTB 71, the only boat of her type still in existence. Aged 86.

Cdr Donald Bradford DSO, DSC and two Bars, WWII coastal forces CO. Boats under his command in 55th MTB Flotilla sank, damaged or captured 61 enemy vessels. Ended the war as acting captain and naval OIC HMS Royal Alexander, Flensburg. June 25 aged 83.

Major Leslie Alban (Skeets) Harris OBE, DSC, Royal Mariners flier who took part in the first sinking of a major enemy warship by air attack — on the cruiser Konigsberg in 1940. Served in HM ships Glorious, Ark Royal and Barham. First RM officer to qualify as a helicopter pilot, commanding 705 NAS at HMS Daedalus. June 19 aged 79.

Rev Kenneth Loveless MBE, padre to London branch of the Submarine Old Comrades Association. Joined RNVR 1935. Survived sinking of HMS Dunvegan Castle. Ordained during the war, the latter part of which he spent in Far East. Aged 86.

Tristan Jones, sailing adventurer, author and former PO stoker. Invalided out of RN after injury in guerrilla attack on his survey vessel off Aden in 1950s. Work include "The Incredible Voyage" (1977), "Ice" (1978), "Saga of a Wayward Sailor" (1981), "To Venture Further" (1991). At Phuket, Thailand, June 21 aged 71.

Lt Cdr R.B. (Robbie) Roberts, served 1925-59. HM ships include Ganges, Marlborough, Iron Duke, Tiger, Despatch, Delhi, Hood, Cormorin, Dunottar Castle, Repulse, Excellent, Montclare, Narvik, Platypus, Sydney (RAN). Member of RN Boatswains Association. Aged 84.

J.S. Robertson, former CPO. Served 1936-67. Ships included HMS Ashanti.

Fraser Dunbar MBE, former FEPOW, served in HM ships Maori and Exeter.

William Hart, former RM commando and D-Day veteran. Died in road accident in Argentan, Normandy. Aged 72.

Frank Mear, ex-CPO TASI. Served 1928-53 in HM ships Beagle, Whaddon, Calypso, Terpsichore, Mariborough, Comet, Cockade, Mentioned in Despatches during Korean War.

David B. Lee, ex-AB. Served 1948-56 in HM ships Bruce, Warrior, Jamaica, and at RNH Haslar.

Ron White, ex-AB. Served 1948-56 in HM ships Bruce, Wrangler, Armada, Saintes, Sheffield. Member of Bruce Register.

Stan Dalby, ex-Sig, served 1953-61. Ships included Loch Fada, Coniston. June 16 aged 62.

William (Bill) Butler, ex-Stoker, D-Day veteran, served 1942-46. Ships included HMS Rapid. June 20 aged 71.

Walter Hunton, ex-Coder, HMS Avon 1943-45.

Leslie James Enticknap, founder member and former secretary and treasurer of Aldershot branch of SOCA. Served 1935-53 in HMS Cyclops, and HM submarines Oberon, Tactician, Telemachus and Meteorite. June 2.

Steve R. Threlfall, ex-LAEM(M). Served 1976-84 in Naval Air Squadrons Nos. 771, 706 and 826, and in HMS Bulwark. June 16 aged 35.

Thomas Tolmie, ex-AB, HMS Brave 1944-46. Members of Algerines Association.

Ernest Hutton, ex-Stoker, HMS Ross, 1944-45. Members of Algerines Association.

Bernard Downs, ex-AB, HMS Postillion 1944-46. Member of Algerines Association.

Tom. D. Thomas, ex-AB, HMS Sylvia 1944-47. Member of Agerines Association.

S. M. Bascombe, ex-CPO, served 1936-58 (FAA from 1939). HM ships included Cornwall, Implacable, Indomitable, Daedalus, Seahawk. Aged 83.

Richard Dant, member of Barham Survivors Association.

Frank Higgins, (in South Africa), member of Barham Survivors Association.

Douglas MacLarty (in South Africa), member of Barham Survivors Association.

James (Dolly) Gray, ex-POM(E), served in HM submarines Truculent, Trenchant, Telemachus, Thorough, Andrew, Seascout, Aurochs, Tireless. Member of New Zealand branch of SOCA.

George Nichols, served in RN Patrol Service for five years during WWII. Member of RNPS Association. Aged 83.

H. Dodsworth, ex-SA, HMS Sikh. Founder member HMS Sikh Veterans Association.

Harry (Poppa) F. Mac Call Jr, who opened his home in New Jersey, USA to British sailors to give them respite from the Battle of the Atlantic. June 30.

P. Goodman, member HMS Cossack Association. Ships included HMS Carnation. Aged 79.

G. Juncar, member HMS Cossack Association. Aged 68.

ASSOCIATION OF RN OFFICERS

Lt E.R. Coleman DSM, served in HM ships Dampier, Centaur, Salvestor, Drake, Orion.

Lt Cdr A. Haslam, served in HM ships Furious, Ark Royal, Glory, Unicorn and at RNAS Bramcott & Stretton.

Inst Lt Cdr R.B. Hollis MBE, served in HM ships Valkyries, Ganges, and at Woolwich.

Cdr (S) A.C. Mathews OBE, served in HM ships St Angelo, Nilem Aurora, Condor, Victory, Heron.

Cdr I.F. Pearson MBE, served in HM ships Newcastle, Devonshire, Glory, 802 and 807 NASs, and at RN air stations St Merryn, Daedalus and Brawdy.

Lt Cdr C.P. Ross, served in HM ships Sheffield, Rockwood, Achillos, Cochrane, Excellent, Vanguard and with 5th Flotilla FPB, at Wembury Gunnery Range and RAE Farnborough.

Lt Cdr (E) A.J. Savage, served in HM ships Valiant, Alaunia, Sparrow, Daedalus, Kuttabul.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

George Hobbs, ex-L/Stoker, survivor of sinking of HM submarine Tempest in Gulf of Taranto, 1942. Founder member of Chingford branch RNA and Committee member of London SOCA. Aged 74.

Dennis Gordon, ex-RM, chairman Stourbridge. Ships include HMS Blake and Howe.

D.F. Cockcroft, founder member Todmorden. Aged 71.

Fred Sharpe, ex-RM, chairman Gosport. Served in HM ships Liverpool, Aurora; Special Services. Aged 74.

Charlie Jackson, Mansfield and District. Served 1942 to 1946. Burma Star. Aged 70.

J. Foster, Portsmouth. Ships included HMS Hood and Coventry. Aged 82.

Roy Evans, Taunton. Aged 69.

John Roberts, Portsmouth, ex-RM.

Maurice Cullen, welfare officer Herne Bay. Served in FAA in WWII. June 26 aged 70.

Bob Hamer, Tenbury Wells. Served in LST 79.

Robert Webb, founder member and life vice-president Uxbridge. Ex-L/Sig. HM ships included Ganges, St Vincent, Mercury, Belton, Loch Ruthven, Lysander, Mariner, Swiftsure, Rocket, Superb and RFA Engadine.

Ernest Hutton, Birmingham Shard End. Served 1943-47 in HM ships Resolution, Ross, Victory.

George Sendell, vice-chairman Bourne. June 25 aged 80.

Francis (Frankie) Painter, Stoke-on-Trent & District. June 19 aged 73.

Ray Colebrook, committee member Darlington. Served with 8th Destroyer Flotilla.

D. Hay, life member and club secretary Portsmouth. Ships included HMS Galsgow. June 23 aged 58.

W. (Billy) Neill, vice-president Princes Risborough. Ex-PO, served 1940-45. Aged 81.

Ken Nobes, founder member Hunstanton. Ex-RM June 23 aged 70.

Jim Carroll, Taunton. July 10 aged 69.

H.D.P. Birkby, Sidcup. June 30 aged 72.

Len Blease, longest-serving RN member of Wythenshawe. July 9.

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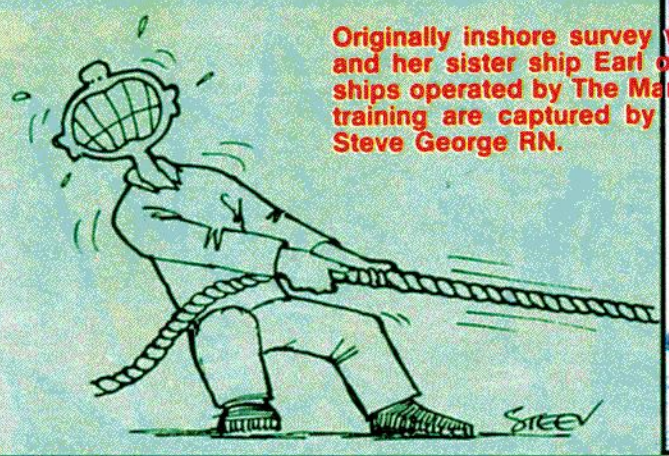
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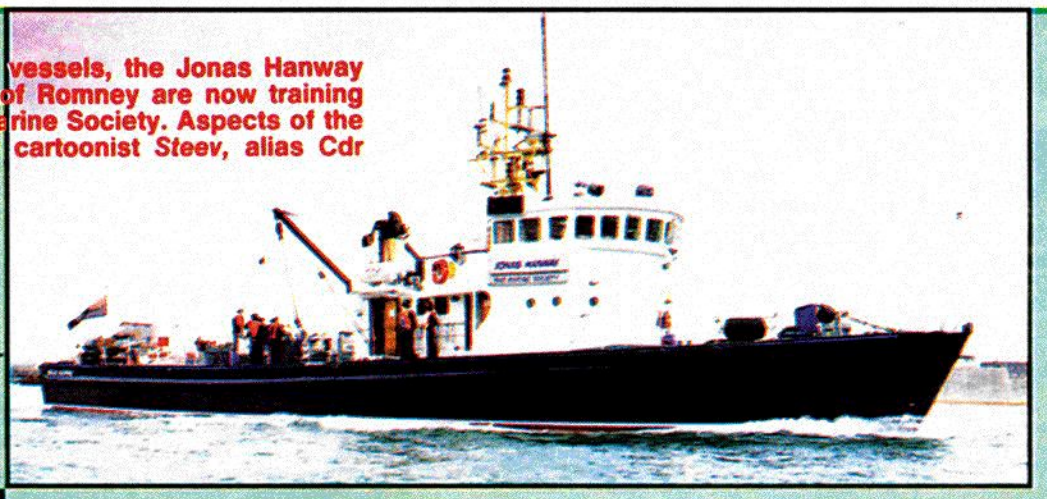
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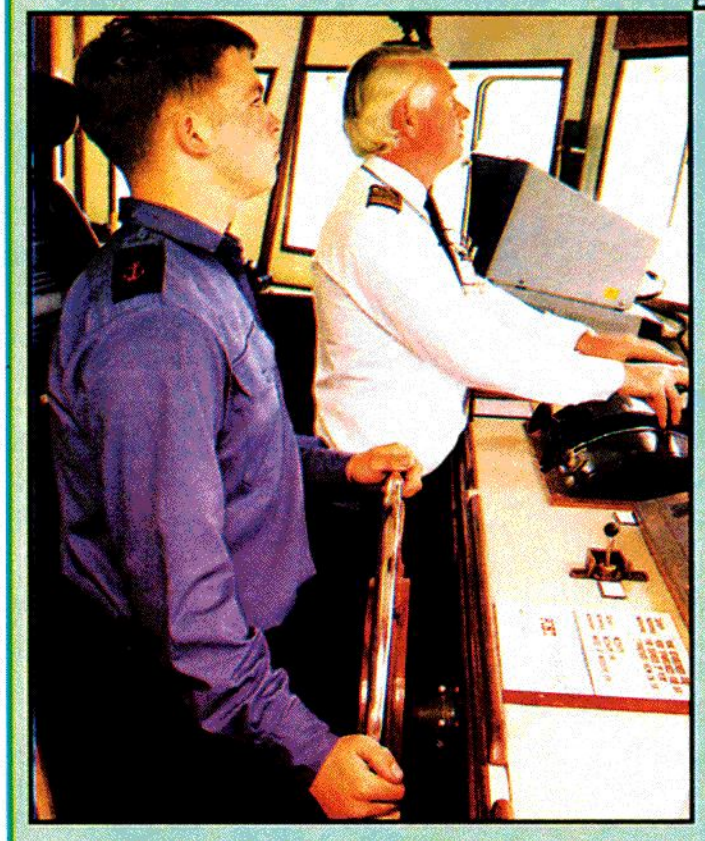
Originally inshore survey vessels, the Jonas Hanway and her sister ship Earl of Romney are now training ships operated by The Marine Society. Aspects of the training are captured by cartoonist *Steev*, alias Cdr Steve George RN.



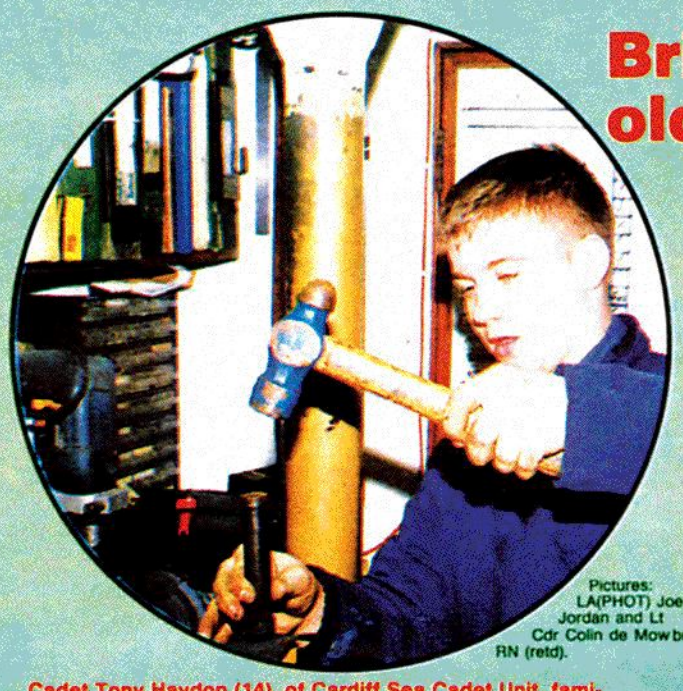


HI SOCIETY!

Brief introduction to an old friend of seafarers



LC Andy Jackson (17), of TS De Trafford (Manchester District) takes the helm of TS Jonas Hanway. Beside him is the Master, Capt Mike Mills RNR (retd), a former Merchant Navy officer.



Pictures: LA(PHOT) Joe Jordan and Lt Cdr Colin de Mowbray RN (retd).

Cadet Tony Haydon (14), of Cardiff Sea Cadet Unit, familiarises himself with basic tools of the engineer's trade.

LIKE policemen, ship's companies grow ever more youthful. Step on board the Jonas Hanway and you may just feel you've lost the odd five years somewhere down the line . . .

TS Jonas Hanway and her sister vessel, Earl of Romney, are the two 32-metre training ships operated by The Marine Society. Formerly inshore survey ships employed by the Hydrographer of the Royal Navy, they are now based at Gravesend and operate in the Thames Estuary.

During the better weather of the summer months the ships move to Portsmouth.

When Jonas Hanway founded The Marine Society in 1756 his aim was to encourage poor men and boys of good character to join the Royal Navy at the start of the Seven Years War. By its end over 10,600 men and boys had been recruited.

Today one of the Society's aims remains supporting young people taking up a career at sea. It also assists seafarers with their educational, training and welfare needs.

TS Jonas Hanway and Earl of Romney are both kept busy — the sea training operation cost the Society £665,000 in 1994. Professional training is undertaken in the vessels by the Royal Naval Reserve and maritime colleges, and for Royal Yachting Association qualifications.

Career acquaint courses are run for the Royal Navy (Director of Naval Recruiting) and the Merchant Navy, and sea-acquaint and team building sessions are organised for marine departments and miscellaneous organisations. Leadership and personal development training is also undertaken.

Young people can undergo sea training from the age of 13. They are drawn from the Sea Cadets, Combined Cadet Forces, Sea Scouts and other groups.

Channel

Training periods last two, five or seven days — the weekly programme often including a trip across the English Channel.

Each ship takes 12 trainees (male, female or mixed) and two adults from the visiting group. Each has a permanent company of five: the master, training officer, two engineers and the chef.

Other important work The Marine Society undertakes includes the provision of libraries in ships, including Royal Fleet Auxiliary vessels. There are 500 libraries at sea at present.

The College of the Sea provides tutors and administrative back-up for seafarers, including RFA personnel, undertaking studies.

The Marine Society also provides scholarships, grants and loans for the education of seafarers, and it is a source of assistance for seafarers, ex-seafarers and their families in times of poverty and distress.

Last month on board HMS Liverpool Capt Laurie Hopkins, then Captain Third Destroyer Squadron, hosted a party from the Marine Society — including Rear Admiral E.F. Gueritz (Vice President) and Lt Cdr Richard Frampton RN (retd) (General Secretary) — to discuss areas where the Society might be able to help Royal Navy personnel. Education, College of the Sea, libraries and resettlement were discussed.



A lesson in navigation. S/Lt Terry Martell and Cadet Gareth Gwilliam (14), both of Porthcawl SCU, check the figures.



CHIEF Officer — and Lt Cdr RNR — Jeremy Nicholson, Jonas Hanway's training officer, finds ready advice and assistance on stowing a fender from TS De Trafford's Sarah Currie (17) and Anthony James (16).

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FEARLESS MAKES A GOOD FIST OF IT



OUCH! Get off my ear! Visitors to HMS Fearless found more to smile about than the "victim" did during a display of unarmed combat by the Royal Marines of 4 Assault Squadron.

After a very busy programme of major NATO exercises, and with the rest of the year to be spent undergoing dockyard maintenance, HMS Fearless played host to over 600 family members and friends on her final day at sea in 1995.

The visitors joined the ship anchored off Spithead via her landing craft and they had a full day ahead of them. There were flying demonstrations and static displays by a Sea King of 845 Squadron and a Lynx and a Gazelle from 3 Brigade Air Squadron.

A clown called Chungo, Mr Punch and Judy and a bouncy castle ensured the children had a good time.

Trouble in store

MORE than 150 signatures have been gathered by the organisers of a petition seeking to save the Naafi family store at Portland.

Navy wives there are angry that the shop is to close in September while they and their families remain for the forseeable future.

"We really need the shop", said one of the organisers, Mrs Rebecca Hopkins. She said other shops were further away and expensive. They were particularly difficult to reach with young children in tow.

In a statement Naafi said, "With the continuing decline in Naval personnel at Portland it is felt that the Naafi families shop there no longer has a welfare requirement to fulfil and, therefore, that the substantial and escalating losses it is sustaining cannot be justified. The shop's last day of trading will be Saturday, September 2, 1995.

"Remaining customers at Portland will be able to use the new shop due to open at Foylebank in September which, although aimed at single customers, will provide a wide choice of convenience items, the full range of Naafi's catalogue, and credit facilities."

A Royal Navy spokesman said Naafi supported the Services, but was autonomous.

"The Navy has not put up any objection to Naafi wishing to close the shop. At the end of the day it's a case of profits. It would be difficult for us to put up a solid argument."

He pointed out that not all married quarters had shops and that others had local shopping areas equally as far as on Portland.

"There are shops within a few hundred yards of the married quarters and Asda in Weymouth runs a twice-weekly shoppers' bus into the married quarters, " the spokesman said.

The wives have, however, received support from their local newspaper, the Dorset Evening Echo.

An editorial on the subject urged that the Naafi shop at Westcliffe be kept open until all the families there have finally departed.

"With the sort of disruption they are suffering a few familiar home comforts are the least they should expect," it said.

Nautical – But Nice

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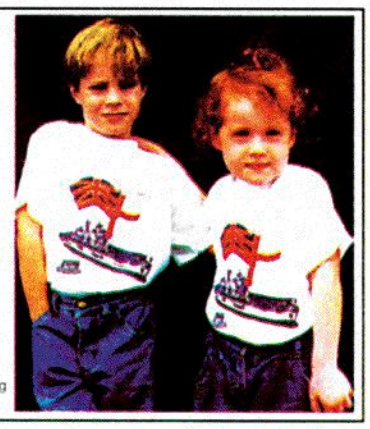
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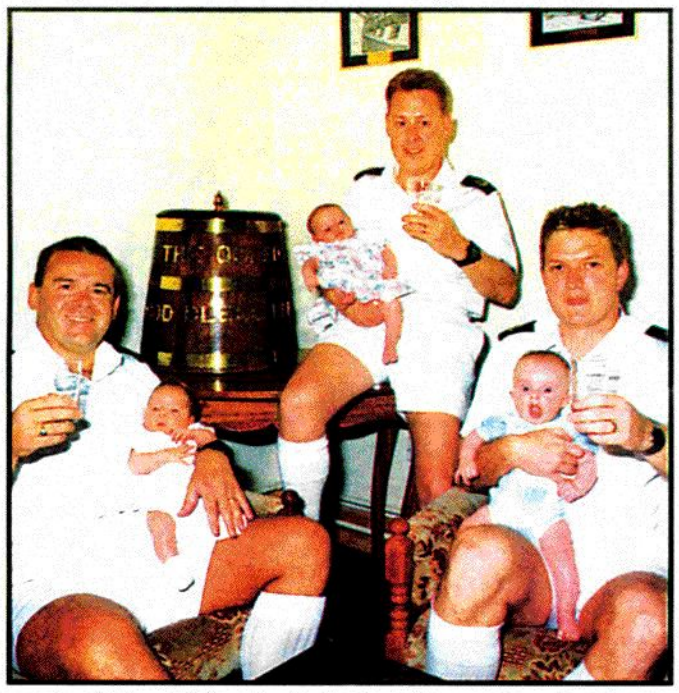
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Cute or what? Triple take in Cyprus



. . . and the babies aren't bad, either.

CPOs Nick Cory, Rattler Morgan and Si Carroll proudly show off their new arrivals at 9 Signal Regt, Cyprus, where the communications technicians are currently serving.

Babies Jacob Cory, Elissia Morgan and Ashley Carroll were born within weeks of one another. . . leaving the dads wondering if there isn't something in the water!

TIGERS' TIGER

KNOWN as the Flying Tigers, 814 Naval Air Squadron fell tooth and claw for Cossack, a pure bred Siberian tiger, and promptly adopted him.

Mr Jack Corney, proprietor of the Isle of Wight Zoo, where Cossack lives, visited members of the squadron at RN air station Culdrose during a families day.

With him he brought a photographic portrait of the handsome Cossack, which he presented to squadron CO Lt Cdr Ian Beaumont. In return he was given a print of one of 814's Sea King helicopters.

"It is sad to say that in five to ten years time there will be no tigers living in the wild and many experts believe wild Siberian tigers may be extinct by the end of this year," said Mr Corney.

The crowd may have been a little disappointed that Jack hadn't brought Cossack along to show them, but he was accompanied by a collection of snakes.

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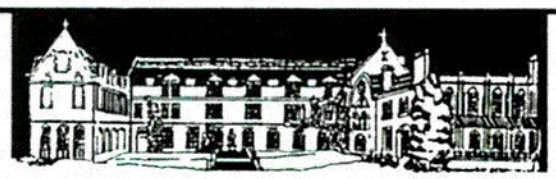
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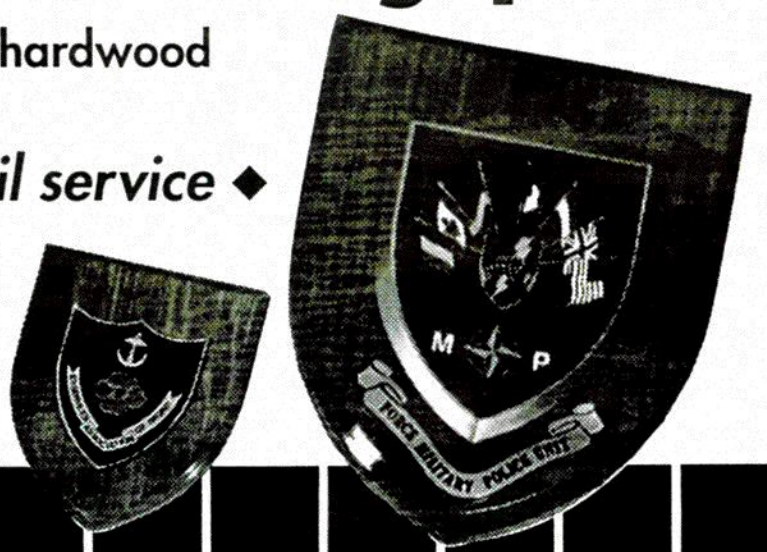
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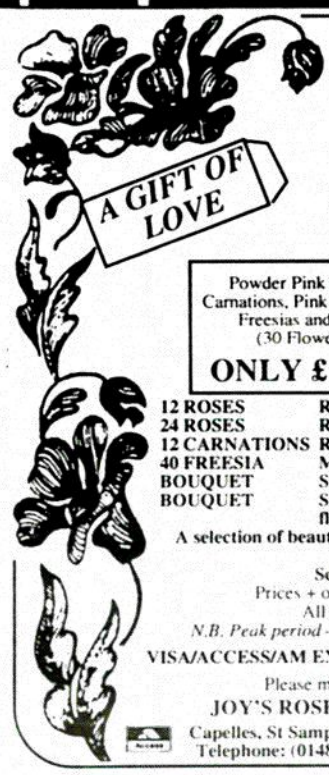
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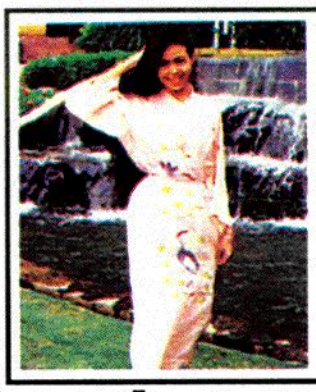
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FEMALE, GRAPHIC artist, 27, would love to correspond with you! Box AUG 13

EX CPO 44, widower, looking for lady penfriend, 38+, photo appreciated. Box AUG 27

BARBARA,45 Blonde likes music, cinema, TV, odd drink, walking. Box Aug 29

SINGLE MALE 28 GSOH, seeks wren penpal for friendship correspondence. Box Aug 30

KEVIN 28 GSOH 6ft seeks single female for friendship correspondence. Box Aug 31

DIVORCED MUM 35, tall, slim, fun loving, attractive, sporty, sincere. Box Aug 32

Personal

SHAUN (JACK) Crete WK 26.5.95, duty 6AM, HMS ILLUSTRIOUS contact Julie. Navy News Box Aug 42.

Hi, I'm a slim and attractive, divorcee (29). I'm honest and caring and looking for someone 'special, who's looking for someone like me. Genuine replies only please. Navy News Box Aug 41.

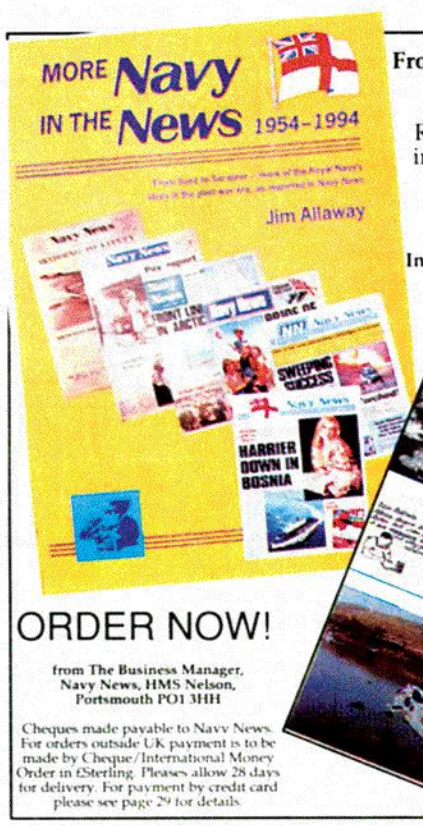
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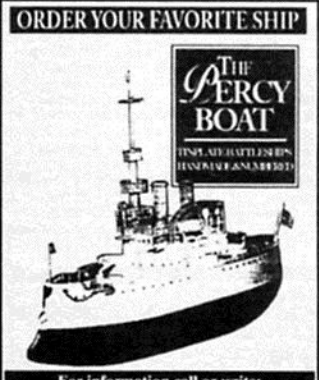
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HMS Speaker Association meets at The Albert, Victoria Street, London, at noon on August 19. Lunch 12.30 to 13.30 £10. Numbers vital for reservation, contact Neville Jones, 2 Trinity Close, Burham on Sea, Somerset TA8 2HH. Tel. 01278 785 905. Other ruler-class aircraft carriers with no organisations are welcome to join in.

Magpie Association Parade and Drumhead Service at St Mary's Church, Chipping Norton, August 19 and 20. Contact: Tom Iddon, 28, Falkland Road, Southport PR8 6LG. Tel: 01704 541567.

SEPTEMBER

Grand Fleet Air Arm reunion at HMS Daedalus, RNAS Lee-on-Solent, September 1. All ranks, past and present, wives, husbands, families and friends welcome. Contact: Lt Cdr HJM Lawrence, Tel. 0171 499 0360.

HMS Swiftsure Association (1st commission) are holding a "forgotten fleet" buffet supper in Portsmouth at 2000 on September 2. Contact: Paddy Vincent Tel. 0181 788 8731 or David George, Mullion, Shipton Green, Itchenor, Chichester, W Sussex Po20 7BZ Tel. 01243 512998.

LST 162 Fifth reunion on September 2 and 3 at Bristol. Contact: Ron Kelly, 24, Westmorland Road, Urmston, Manchester M41 9HJ. Tel: 0161 748 3391.

The Tel(S) 1942 — 1945 Association hods their next annual reunion on September 6 at the Cumbrian Hotel, Carlisle. Any shipmates wishing to join or attend should contact: Vic Simmons, 11 Bisely Close, Worcester Park, Surrey KT4 8PN Tel. 0181 337 5760.

LCA 524 Flotilla serving on Empire Arquebus at Normandy during D-Day 1944 (previously LCA 60th on SS Duchess of Bedford and LCA 10th on HMS Princess Astrid). Second reunion September 8 in HQS Wellington, London. Contact: Reg Hodgson, Lowridge, Knowl Hill Common, Reading, RG10 9YD. Tel: 01628 822512.

HMS Coventry (1942) reunion on September 9. Old hands muster at 1430 at Coventry Cathedral and after service tea in "Fraters" cathedral restaurant. Contact: Bert Stenning, 11 Eileen Avenue, Rottingdean, Brighton BN2 8AD Tel. 01273 305193.

HMMGB 657 reunion will be held from September 11 to 14 in the Sydney Hotel, Albert Rd, Blackpool. Members of the C.F.V.A. are welcome on Monday, Tuesday, and Thursday, but Wednesday night is crew only.
Contact: GJ Manning, 10 Acres Gardens, Tadworth, Surrey KT20 5LP.

HMS Antrim Association reunion at Weymouth on the evening of Friday Sept 15 through Saturday Sept 16. The AGM will be held on Sunday Sept 17. Contact: Mel Camp Tel: 0121 553 1504 or Jim McKee on 01305 778410.

HMS Black Swan Association mini-reunions are being held at ten venues throughout the UK on Staurdays September 23 and 30 and October 7. All shipmates welcome. Contact: John Dunstan, 47 Abbotsbury Road, Newton Abbot, Devon TQ12 2NS. Tel. 01626 54294.

OCTOBER

HMS Ocean Association reunion at the Clarence Hotel, Llandudno, on Saturday October 7. Contact: DJ Lord, 74 Motague Close, Walton-on-Thames, Surrey, KT12 2NG. Tel. 01932 241116.

HMS Orion (1934 — 48) reunion at the Fleet Club, Devonport, on October 5 and 6 Contact: Stan Dolman, 9 Mountfield Rd, Spinney Hill, Northampton NN3 1BE Tel. 01604 491002.

HMS Calder (1943 — 45) 1st Reunion in Salisbury on october 20 to 21. Contact: Harold Fine. Tel. 0181 455 9400.

HMS Duff (1943 — 45) 2nd reunion at the George Hotel, Solihull, on Saturday October 21. Contact: N Johns, The Old Chandlery, New Rd, Instow, Bideford, Devon EX39 4LN. Tel. 01271 860578.

HMS Trafalgar Association invites former shipmates of D77 and S107 to attend a reunion on trafalgar Day, October 21. Contact: Albert Senior, Hill Farm, Castle Acre Rd, Gt Dunham, Kings Lynn PE32 2LP. Please enclose SAE.

NOVEMBER

HMS Constance Fortyniners Association is organising its 5th reunion in London in November. To join and meet your old shipmates contact: Ernie Balderson (President) 43 Old Place, Sleaford, Lincs NG34 7HR. Tel. 01529 413410.

HMS Bellona at Victory Club near Marble Arch, London, Nov 4 (evening). Chummy ships also welcome. Details: Arthur Willis, 83 Briar Rd, Shepperton, Mddx TW17 0JB.

HM ships Hecla, Venomus and Marne (1940-42) 5th annual memorial service and reunion of survivors, rescuers and associates at Solihull Nov 10 to 13. Details: Harry Cliffe, Oak Tree Cottage, Post Office Lane, Norley, Warrington, Cheshire WA6 8JJ. Tel. 01928 788181.

1996

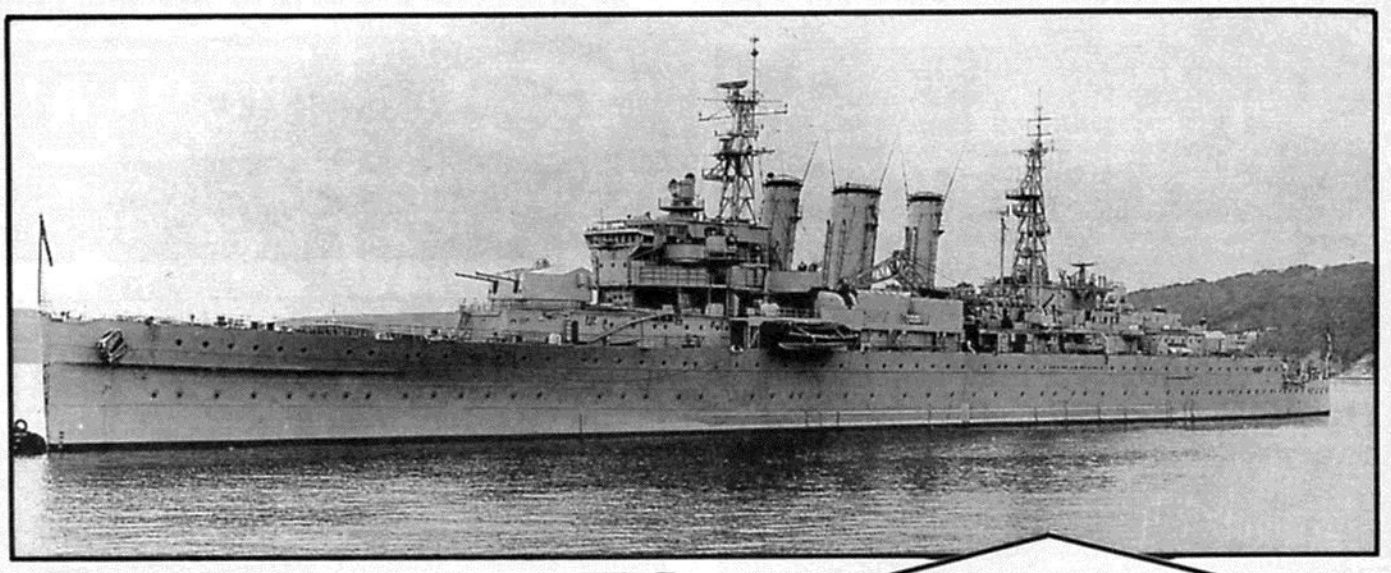
WRENS: Have you ever served at the Royal Marines School of Music, Deal? You are invited to mark the closure of the school at a reunion on Saturday January 13, 1996. The event includes a tour of the barracks, military band display, buffet lunch and evening wine and dine. Contact: Reunion ticket office, RMSM Deal, Canada Rd, Deal, Kent CT14 7EH. Please enclose a SAE. Application in by November 17, 1995 please, to avoid disappointment.

HMS Venerable Association tenth reunion, Llandudno, March 22-25. Enquiries: Bas Redfern, 64 Coppice Rd, Talke, Stoke-on-Trent ST7 1UA (tel: 01782 784876).

HMS London 1947-47 Association at The Queens Hotel, Southsea April 20-21. Contact John Parker, 13 Bromyard Cresc, Portsmouth, Hants. PO6 3SP.

HMS Grenville Association (1943 — 46) Capt D 25 — in company with HM ships Ursa, Undaunted and Urania — will be holding their 1996 reunion at Blackpool in April. All former shipmates welcome, along with personnel form any other ship of the 25 Destroyer Flotilla. Contact: R Durber, 4 Sir Winston Churchill Place, Binley Woods, Nr Rugby, Warwickshire CV3 2BT. Tel. 01203 542978.

HMS Ceylon Association invites shipmates to next year's reunion on April 20 at The Home Club in Portsmouth. Contact: R Pratt, 33 Swarraton Rd, Havant, Hants PO9 2HH. SAE please.



Calling Old Shipmates

RN Party 1740 Berlin (1946) Were you the staff of Lt Joh Harvey Jones, Naval Intelligence, based in the Grunewald area? Contact: Eric Smallshaw, 3 Dundee House, St Andrew's Court, Eccles, Manchester M30 0LW. Tel. 0161 789 3421.

HMS Salisbury (January 74 to October 1978) If you are interested in a reunion contact: Geoffrey Fritz Linhorst at 9 Conway Close, March, Cambridge, PE15 9SU. Tel. 01354 51571.

HMS Amethyst, No 2 Mess, in Shanghai Harbour at the end of Japanese hostilities. Contact: Ray Knocker White, 5 Ainsdale Cres, Pinner, Middlesex HA5 5SF. Tel. 0181 863 1413.

HMS Excalibur (August 1946): would members of the Kempenfelt Class who went on to do their basic air mechanics training at Worthy Down, and any ex-shipmates of 802 squadron maintenance crews in HMS Ocean (Korea 1952) contact: RE Thompson, 1 Highbury Avenue, Cantley, Doncaster DN4 6AW. Tel. 01302 530166.

HMS Caprice (1968 — 69) round the world cruise, would all commincations department contact Phil Rowe on 0161 747 7325 for reunion details.

HMS Rochester (1946 — 49) Stokers mess, also HMS St George, Gosport, Drake Division (1946) contact: GD Carter, 2 Woodlands Ave, Spilsby, Lincs PE23 5EP.

The Very Rev Pat Rynd of Queensland, Australia. Please resubmit your message, clarifying your address.

HM Submarine Thorough (1953-55) Dave Summers would like to contact the 2nd Gunlayer Mick O'Regan, originally from Penge. If anyone knows where he is, please contact him at 1 Newgate St, Bingham, Notts NG13 8FD. Tel. 01949 837062

HMS Pelican (1948-51) STO/MECH Jack Bacon wished to hear from shipmates. Contact: 9 Hazel Grove, Braintree, Essex CM7 2LX.

HMS Kent (1938 onwards) Yeoman Ron Sunderland would like to contact old shipmates. Please write to 31 Ferndale Cres, Kidderminster, DY11 5LW.

HMS Gravelines (1949-52 and 1952-54) Mr Ray Whittington would like to hear from shipmates for a reunion at the Royal Fleet Club, Devonport. His address is 1 Christchurch House, Chepstow Rd, Newport, Gwent NP9 9FA. Tel. 01633 272935.

HMS Siskin, Gosport, (1948-49) Would members of the Pilot Training Squadron, Fleet Air Arm, please contact: John Tansy Leigh, 19 Hartwell Rd, Ashton, Northampton, NN7 2JR.

HMS Starling (1943-44) Flt Sgt Robert Appleton (RAF) would like to hear from LS Eric Bernard Elsdon (radio engineer). Tel. 01752 339626.

HMS Armada (Shanghai, November 4, 1945) Mr Richard Squire has a picture of his shipmates on B Gun Deck and would like to trace them. His address is: 6 Glasfryn Rd, Pontardulais, Swansea, South Wales SA4 1LL. Tel. 010792 882994.

HMS Darling (1952-54) Anyone knowing the whereabouts of ERAs Dag Key, Jim Tyrell or Blue Gillett, please contact Pete Hatherley, 933 Admirals Road, 42 Victoria, British Columbia, Canada V9A 2P1.

ERA Dutchy Holland, who joined HMS Dolphin in 1955 and is probably now in Australia, please contact Pete Hatherley on the above address.

HMS Tenby EX-CRS Pete Mitchell, ex-RO2 (T) Andy Simmons and any other members of either wartime J34 or post-war F65 Tenby, please contact Jeff Mays on 01344 59368 for a reunion in May 1996.

Aden Radio Station, Malta Radio and HM ships Leander, Nigel, Hardy I, Eaglet, Lively, Hersperus and Verulam. Ex Tel Ned Sparkes would like to hear from old pals. Please write to: 8468 Miller Rd, Swarty Creek, Mitchigan 48473, USA.

HMS Abiter (1944-46) Ex-Navigator's Yeoman wishes to contact other members of the ship's company, particularly Lt Cdr John Murray Simon RNR, Navigating Officer, last known address West Wickham, London (1943). Fred Roberts, The Green, High St, Fowlmere, nr Royston, Herts SG8 7SS Tel. 01763 208864.

HM ships Haydon, Vengeance, Leamington. Bob Pat Patterson, who served in the engine and boiler rooms, would like to hear from anyone who served in these ships. 42 Balmoral Terrace, Heaton, Newcastle-Upon-Tyne NE6 5YA.

HMS Veryan Bay Any more for the Skylark? Vic Neale is still looking for old shipmates for a get-together in Portsmouth for the "forgotten" ships of the Pacific Fleet, especially Ray Fowler and Scottie from the Midlands. Please ring 0121 783 8920.

LCI (L) 125 crew members who remember TM Sunderland CO, from New Zealand, are requested to write to him c/o RG Timson, 18 RoedeaN Gardens, Southend-on-Sea, Essex SS2 4TQ.

630 Kings Squad RM joining Deal August 17, 1954. Former sqaudmates sought by Mr John Best, 139 Totterdown St, Tooting, South London SW17 8TE Tel. 0181 767 0514.

HMS Heron (1957-59) Margaret McPheat nee Popham (Poppy) ex Sigs WREN would like to hear from WRENS at Heron during this time, especially ex-Warspite mess and/or Comms branch. Also, anyone who was at Admirality 1959-60. Contact: Margaret McPheat, Old School, Dyche, Holford, Nr Bridgewater, Somerset TA5 1SF. Tel. 01278 741 527.

Over to You

Ex-ERA John Benjamin Bates: CPO Lez Moreland of 26 Lincoln Rd, Lakeside 7945, Cape Town, South Africa, wishes to contact you.

RO Simon Parkes Missing from HMS Illustrious at Gibraltar, 1985. Anyone with any information please contact Carol White, 44 Virginia Park Rd, Gosport. Tel. 01705 521050.

HMS Collingwood Any Ex-MT4X 1943 ratings who have class photographs are sought by Ken Holder. Tel. 01242 528078.

HMS Bulwark (1970-75) A decommissioning book is sought by Patricia Dalton, 33 Grove Park, Torpoint, Cornwall PL11 2PP. Tel. 01752 816150.

HMS Hermes (July 7, 1940) The motor boat crew who took part in a torpedo attack involving the French ship Richelieu are sought by ex-CPO W Petty of 178 Wick Rd, Brislington, Bristol BS4 4NN. They are Lt Cdr Bristowe, Gunner Albert Westmore, ERA 2 Cyril Ford, LTEL Ronald Tuffnell, ALS Patrick Kearns, AB John Quinn, William Robinson RM and Gilbert Youdle RM.

HM Submarine Porpoise and Torbay (December 9, 1941) Details of the sinking of the Italian cargo ship Sebastian Venice are sought by Derick Johnson, Stills Farmhouse, Isle Abbotts, Taunton, TA3 6RR. Tel. 01460 281281.

Cap tallies from HMS Pembroke, HMS Ganges and HMS Drake are sought by Mr HD King, 17 Avalon Rd, Farringdon Est, Sunderland, Tyne-and-Wear, SR3 3JN.

PRIZE PUZZLE

WINNER of our June Mystery Picture Competition was Mr John Hitchon of Lutterworth, Leicestershire, who correctly identified the photograph of HMS Exeter in the Banka Strait in 1942 (and apparently under air attack). He receives the *Navy News* cash prize of £25.

Our usual £25 prize is offered for the first correct solution to be drawn from among this month's entries. Tell us:

1. The **NAME** of the ship.
2. At what **PLACE** she arrived too late for a Battle Honour.

Fill in the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH.

Coupons giving correct answers to both questions will go into a prize draw to establish a single winner. Closing date for entries is September 15 1995.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 6

Name

Address

.....

.....

1. NAME OF THE SHIP?

2. SHE ARRIVED TOO LATE AT.....

● Due to misinformation we described the mystery picture in our May edition as the World War I cruiser HMS Birmingham off Salonika in 1918. After taking expert advice we are now aware that it was a picture of HMS St George, a converted cruiser and at the time a submarine depot ship. Her probable location was Mudros harbour in the Aegean in 1918.

Only three correct replies were received, and of those the name of Mr L.H.W. Oliver of Fowey, Cornwall, was drawn at random. He receives our £25 prize.

However, we will honour our promise to offer a £50 prize in the competition to provide the correct answers to Mystery Picture No. 5 which appeared in our July edition.

Gunnery positions Duran Duraft, Three Sisters and Peak Island. Their locations are sought by Mr Frank Matthews, 150 Westfield Lane, Wyke, Bradford, West Yorks BD12 9DL. Tel. 01274 670442.

Cap tally from HMS Courageous is sought by Mr Ronald Bell, 56 Highview Rd, Ealing, London W13 0HN. Tel: 0181 248 4061.

Palmer Trophy (Bayonet Fighting 1907-08) A photograph of the HMS Nelson winners used to be on display in the old signal school. Mr FWJ Morris of 3 St Margaret's Close, Horstead, Norwich, NR12 7ER, would like to know if it still exists. Tel. 01603 738439.

HMS Mantis (1942) A memorial tablet for Lt MTC Sadler RNVR, who was killed in action on October 1, 1942, has been found at St Ambrose Chapal, HMS Dolphin. Inscribed on the back of the tablet are the words "Made by Fred F Foster, Camp Nr Stroud, Glous. Any information about this item would be very much appreciated. The Chaplaincy, HMS Dolphin, Gosport, Hants PO12 2AB. Tel. 01705 765272.

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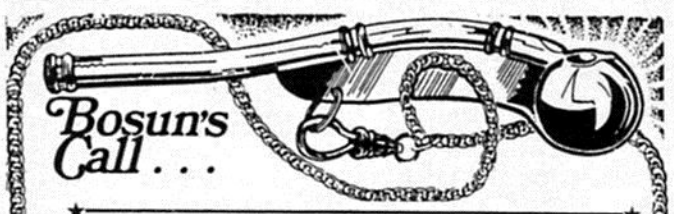
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FIFTY YEARS ON

A LOOK back at the Royal Navy's war time operations half a century ago this month.

August 1945 brought final victory in World War II. Although the two atomic bombs dropped on Hiroshima and Nagasaki marked the end of the hostilities, it is improbable that they made any appreciable difference to the outcome of the war. By the end of July Japan had suffered complete and absolute defeat at the hands of sea power applied in all forms.

Admiral Sir Bruce Fraser signed the instrument of Japan's surrender on behalf of the UK and her Commonwealth Allies on board USS Missouri on September 2 but Admiral Sir Bernard Rawlings' flagship, HMS King George V, had anchored at the entrance of Tokyo Bay on August 27. Viewed from KGV, the red orb of the setting sun sank symbolically into the cone of Mount Fujiyama — does anyone remember seeing it? There was still much mopping up to be done, this stretched over into the following month but the principal events are listed below.

This brings to an end some five years of 'Fifty Years On''.I hope these monthly columns have stirred the memories of old sailors and reminded today's Navy of the experience of their predecessors. I am saddened that with the limited space available many small ships — minesweepers, landing ships and craft, coastal forces, motor launches, Royal Fleet Auxiliaries — have not been mentioned. Their contribution was as important as that of the battleships and cruisers.

One message I have hoped to convey — the vital contribution to final victory played by the ships and the men of the Merchant Navy. As in all our wars, command of the sea and availability of merchants ships were the vital factors for final victory.

Terence Lewin, Admiral of the Fleet

AUGUST

6. Atom bomb on Hiroshima

9. Atom bomb on Nagasaki.
The British Pacific Fleet, integrated with the US Fleet, continued air and gun bombardment of Japanese mainland. Aircraft from the four carriers, Formidable, Indefatigable, Implacable and Victorious, carried out 407 sorties on this day, a record. 60 Japanese aircraft were destroyed, six destroyers, two escorts, a submarine chaser and a torpedo boat were sunk.

Lieutenant Gray RNVR was awarded the VC for his attack on five warships which resulted in the sinking of a destroyer.

HMS Newfoundland, HMNZS Gambia and HM Ships Terpsichore, Termagant and Tenacious bombarded Honshu.

10. The bulk of the BPF withdrew as planned for maintenance. HM Ships King George V, Indefatigable, Gambia, Newfoundland, Barfleur, Napier, Nizam, Wakeful, Wrangler, Troubridge, Termagant, Tenacious and Teazer continued operating with the US Fleet.

13. Aircraft from HMS Indefatigable attacked targets in the Tokyo area.

15. Indefatigable's aircraft carried out their last strike at dawn. At 0700 Admiral Nimitz cancelled all offensive action but the air battle continued throughout the day, Indefatigable was near missed by two bombs. The Japanese indicated their intention to surrender.

27. HMS King George V anchored off Tokyo Bay.

30. Rear Admiral Harcourt in HMS Swiftsure, with HMS Euryalus and HMCS Prince Robert, entered Hong Kong. Surrender ceremony took place on 16th September.

SEPTEMBER

2. Japanese signed surrender document on board USS Missouri in Tokyo Harbour. Admiral Sir Bruce Fraser signed on behalf of the Commonwealth Allies.

Vice Admiral Walker accepted surrender of Japanese local commanders on board HMS Nelson off Penang.

6. Japanese forces in New Guinea, New Britain and the Solomons surrendered to General Sturdee, Australian Army, on board HMS Glory off Rabaul.

18. Admiral Mountbatten accepted the surrender of the Japanese forces in South East Asia at a ceremony in Singapore.

CONFERENCE REPORT

Royal Naval Association

Navy 'not deserting Plymouth'

THE ROYAL Navy is not deserting Plymouth, Vice Admiral Sir Roy Newman assured members of the RNA at their annual conference.

Admiral Newman, who addressed the conference in his capacity as Flag Officer Plymouth, said that although Plymouth had suffered as a result of cuts, "the baby had not been thrown out with the bathwater".

He spoke with regret about the closure of stores depots, RN Hospital Stonehouse and RN Engineering College Manadon, as well as the transfer of a frigate squadron to Portsmouth.

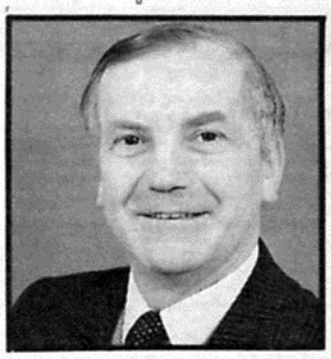
However, he said Devonport would continue to handle the needs of the submarine fleet, and provided the dockyard remained competitive it would be the Navy's main refitting base. In addition, Portland's task of sea training would be transferred to Plymouth.

Among the benefits to be gained from proposed changes was that ships would be home-ported by type, thus helping personnel to put down roots in an area and not have to move their families so often. "What we badly need at present is to let things settle down and steady the ship," he said.

Overseas guests at the conference included Capt J.J. Blok of the Royal Netherlands Navy. He read aloud a letter of appreciation from Prince Bernhard who thanked World War II veterans for the courage they had shown in liberating his country. Capt Blok presented a hand-painted commemorative plate to the Association.

Before the conference debate got under way, the Association's President, Admiral Sir Desmond Cassidi, presented a silver salver and cheque on behalf of the RNA to Capt Jim Rayner RM (retd), the out-going General Secretary. He thanked him and his wife Trish, for "15 years of unstinting support".

Admiral Cassidi also presented the Sword of Honour to No. 7 Area, the Briggs Dirk to Southend-on-Sea branch, the Briggs Rose Bowl to Burgess Hill branch and the Tasker Bowl to No. 2 Area.



Capt Bob McQueen

CAPTAIN TAKES THE HELM

CAPT Bob McQueen RN, the Association's new General Secretary, has enjoyed a long and varied naval career which took him from the rate of ordinary seamen in National Service, to Captain of the Second Frigate Squadron and in command of HMS Broadsword.

Joining the Service in 1952, Bob McQueen was promoted to midshipman in the aircraft carrier HMS Implacable. Further appointments followed in MTBs, the frigate Whirlind, the old carrier HMS Illustrious, as first lieutenant of HMS Inglesham, and a world tour in HMY Britannia.

Pilot

In the late 1950s he trained as a pilot, joining 891 Naval Air Squadron in HMS Centaur, and then — as a Sea Vixen pilot — 890 NAS in HMS Eagle.

He later commanded 893 NAS in HMS Hermes. His first ship command was the frigate HMS Salisbury, and after staff appointments he commanded HMS Diomede in the Cod War.

His other commands have included RNAS Portland and British Forces Ascension Island during the Falklands War.

£1 increase rejected

BID TO RAISE SUBS FAILS

MEMBERS OF the Royal Naval Association have refused to accept any rise in their annual subscriptions — despite a warning by the Association's treasurer that income was dropping, and an appeal by the President, Admiral Sir Desmond Cassidi.

At the RNA Conference at The Guildhall, Plymouth, a proposal by the Association's National Council to increase subscriptions from £5 to £6 was defeated after a tortuous debate.

When a card vote was taken, the motion failed to gain a required two-thirds majority, 142 voting in favour and 112 against. Previously, two amendments proposing a 25p and 50p rise respectively, were also defeated.

Investment

Earlier, the conference had heard the Association's treasurer, Shipmate WO Ray Barraclough, report that annual subscriptions in 1994 had dropped by £5,712 to £191,969 and that investment income on subscriptions had fallen from £12,443 to £11,948.

Shipmate Barraclough said the RNA's financial future was not promising, the surplus of income over expenditure decreasing from £3,831 in 1993 to just £878 last year.

In all, six of the nine motions on the conference agenda were defeated. Two of those carried were a proposal by Liverpool branch that motions put forward by a branch should be seconded by another branch before submission to the Standing Orders Committee; and a motion by Birmingham Sharp End that the wearing of Commonwealth medals should not be permitted by those taking part in RNA parades and activities.

A trend in the afternoon debate which did not please "old hands" was the number of amendments — and amendments to amendments. The situation was handled with calm good humour by the new chairman of the Standing Orders Committee, Cdr Jeremy Owens, who has taken over from Admiral J.A. Bell.

Presenting his report to the conference, National Council chairman Shipmate Ron Tasker, said there had been a reduction in membership from 44,836 to 44,527 — mainly through deaths. However, new branches were commissioning, giving a current total of 489.

Pompey 'too costly'

PORTSMOUTH has been given the thumbs-down as a traditional venue for the Royal Naval Association annual conference.

Accommodation in the area is too expensive — and so is the cost of hiring Portsmouth Guildhall, Shipmate Janet King told this year's conference at Plymouth.

Her branch, Clacton-on-Sea, successfully proposed a motion to end the tradition of holding every third RNA conference in Pompey. Voting was 210 in favour and only 46 against.



Victory for prize crew

SODS OPERA experience over a good many years helped these members of Nuneaton branch to victory in a talent competition.

They took the top award in the singing competition at Warners Holiday Centre near Lowestoft. All ten of the prize crew were staying at the centre for their annual trip.

Branch press officer Colin Towers (holding the trophy), said: "It was a lot of fun, and after winning the talent competition we went on to win the fancy dress, fives and threes, and cribbage."

Picture: Heartland Evening News

Standards on display

NATIONAL and area standards were on display at the rededication of Stourbridge and District standard. Following the service shipmates paraded to music by the band of TS Vernon, Edgbaston. The salute was taken by the outgoing General Secretary, Capt Jim Rayner RM.

'You outshine all the rest'

THE RNA "outshone all the others" at VE Day commemoration ceremonies, members were told by their President, Admiral Sir Desmond Cassidi, in his address to the Association's conference. He said he hoped that their turn-out would be as impressive for VJ Day events.

He reminded delegates that the 50th anniversary of the end of World War II was a time for remembering those serving in troubled parts of the world today, as well as those who fought and died in the greater conflict.

He thanked the National Council for their hard work and paid tribute to Lt-Col Sir Vivian Dunn RM who died earlier this year. Sir Vivian, a vice president of the Association and a former RM Director of Music, was responsible for the "lasting bonds" between the RNA and RM Band Service.

On the Sunday after the conference, Admiral Cassidi laid a wreath at the Naval War Memorial on Plymouth Hoe. He was accompanied by Lady Cassidi and the Lord Mayor and Lady Mayoress of Plymouth.

100 standards

Crowds had gathered to watch the event and the parade led by 100 standards, with music by the Royal Marines Band Plymouth.

A service at the church of St Andrew was conducted by the Rector, the Rev Nick McKinnel assisted by the chaplain of the RNA's Plymouth branch, the Rev Simon Golding. Chaplain of the Fleet, the Ven Michael Bucks, gave the sermon and the Lessons were read by Admiral Cassidi and the Lord Mayor.

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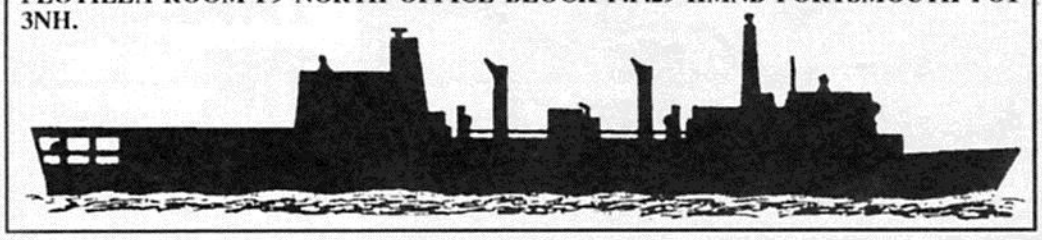
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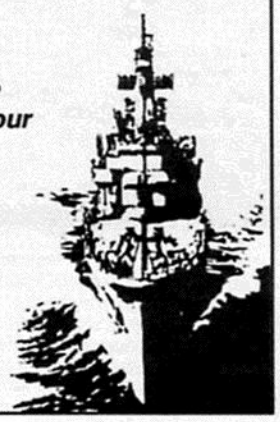
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Sport

Shoot out with the Marines

A ROYAL Navy team of 25, led by Lt Cdr Nick Long (MOD) and captained by Lt Cdr Graham Jolliffe (Boscombe Down) developed their marksmanship skills during a soujourn at North Carolina's Camp Lejeune, a US Marine Corps base.

The four-week visit was intensive, with reveille at 0430 — including weekends! A period of training and practice was followed by competitive shooting.

All had to pass the USMC qualifying course of fire for both rifle and pistol, before the week-long individual matches began. The visit culminated in an eight-man team match against the USMC team.

The US Marines have never been beaten on home ground and they maintained that record — but only just. Their margin of victory was only 15 points in a possible 2,400 and this was the closest they'd come to defeat.

The RN team's impressive performance was rewarded with the presentation of a bronze eagle from the USMC.

There were also individual awards to CPO Eddie Grant, CK Simon Forryan and CPO Gary Lancefield.

CO of the rifle range detachment at Camp Lejeune, Lt Col Malachowsky, was presented with a plaque containing the ship's crests of all RN participants.

□ □ □

WITH 90 competitors representing ten of the 13 Reserve Training Centres, plus two teams from University Royal Naval Units, this year's Royal Naval Reserve skill-at-arms meeting at Bisley was the best attended for six years.

Cock of the Fleet was a close-fought battle, the trophy going to HMS Vivid, with HMS President in second place.

The individual Champion at Arms and winner of the Tyne Cup was LS Nigel Raddie (Vivid), with LS Steve Mumby (Vivid) in second place and Lt Cdr Chris Jones RNR (President) in third place.

Cambridge unit won the URNU Efficiency Trophy and the Officer in Charge there, Lt Cdr Kevin Broadley RN, won the VIP match by a very clear margin.

Other winners were as follows — Turtle Trophy (tyro champion-at-arms): PO C. Rickard (President). Vulture Cup (individual pistol): LS Raddie (Vivid). Viscount Elveden Trophy (team pistol): Vivid. Duke of Westminster Trophy (team Whitehead SA80): Vivid. Thames Cup (team FIBUA SA80): President. Graham Cup (team Roupell SA80): Cambria. Chambré Trophy (tyro pairs): Cambridge URNU B.



Picture: LA(PHOT) Richie Moss

Bowl to stay in Pompey

UNITED Services Sports Ground grass courts at Burnaby Road, Portsmouth, were the venue for the men's Inter-Command Lawn Tennis Championships, which were played out in perfect weather.

It was unfortunate that Plymouth/Scotland and Naval Air were unable to field three pairs on the Thursday, but this did not affect the final result.

There were some closely-fought matches, particularly the last of the competition, in which Fleet eventually overcame Plymouth/Scotland 3-0, all matches going to three sets.

Portsmouth Command retained the Morice Bowl and Fleet were runners-up.

Pompey's winning players are pictured with (seated centre) Capt Mike Caswell, chairman RNLTA. Back (l-r) Cdr Peter Eberle, Lt Ian Stokes and Lt Rob Reynolds. Front: Lt Sudhir Tailor (capt) and Cdr Dave Marsh.

GABBOTT GIVES OUTSTANDING PERFORMANCE

ONCE again the Royal Navy returned from the Inter-Service Athletic Championships with the wooden spoon — a very spirited performance not being enough to dislodge the other two Services from their position of dominance, ***writes Lt Cdr Clive Lambshead.***

Lt Cdr Chris Robison, who might have been competing in his last championship, won the 5,000m in convincing style despite having a niggling injury.

Lt Jamie Summers and C/Sgt Andy Mitchell split the field in the hammer by finishing third and fourth respectively.

CPO Rupert Williams came third in the 100m, although many who saw the race were convinced that Rupert did enough and should have been given second position. All four athletes have been selected to represent the Combined Services.

In the ladies event Wren Zoë Hambley was a creditable third in the 100m, with LWPT Janine Burns finishing fourth. Wren Tracey Page gave the best performance for the Navy Women, coming second in the shot. All three have also been chosen for the Combined Services.

The final of the Navy Cup athletics took place at Brickfields, Plymouth. Despite a very poor turnout from the Wrens' teams representing Nelson and Gannet, the afternoon was enjoyed by competitors and spectators alike.

As expected and for the second successive year CTCRM were to dominate the men's competition. Led by Andy Mitchell, who is also the Navy team captain, the Royals were in front from the first event.

Competition between the remainder of the teams was a far closer thing. HMS Sultan finished in second place and Neptune came fifth — but only seven points separated them.



S/Lt Pam Fisher collects the ladies' Navy Athletics Cup from Brig Roger Dillon.

The score board showed Sultan 64, Collingwood 62.5, Drake 60, Neptune 57. HMS Seahawk finished last with a rather disappointing 46.5.

The ladies competition was close. Soon before the closure of the establishment, RNEC Manadon won the event by two points from HMS Seahawk.

The college put in a good all-round performance, with the win probably clinched by the excellent work on the track of S/Lts Pam Fisher and Carole Russell-Clarke.

WRO Wendy Gabbott from Culdrose was quite outstanding in the many events in which she competed and as a result she has been selected to represent the RN(W) in the Inter-Services heptathlon.

It is hoped that in 1996 the RN athletic team will undertake its first foreign tour — watch this space.

□ □ □

A depleted RN team again slipped to fourth place at Thurrock in their second league match, but there were some bright spots. A stronger squad of field event athletes took 33 points from a possible 40 in the throws, ***writes S/Lt Graeme Riley.***

LCK George Roper (Yeovilton) continued his good form with another win in the 5,000m, leading home former RNAC stalwart Terry Osbourne, who now runs for Verlea.

The 110m hurdles produced two good races — Mne Damien Todd (40 Cdo) was a very close second in the A-string and LMEM Mac Macklin (Sultan) romped away with the B-string.

In the field C/Sgt Andy Mitchell (CTCRM) made a welcome return to win the hammer and L/Cpl Johnston (CTCRM) scored well in the shot, discus and hammer. Sgt Stu Gibbs (CTCRM) scored valuable points with a comfortable victory in the high jump and third place in the pole vault.

En guard duty

HELD over three days at HMS Temeraire, the Navy Fencing Championships saw numbers down on previous years as operational commitments bit deeper.

Despite this there was some high quality fencing on show, particularly in the men's finals.

Lt Cdr Sean O'Reilly won the men's foil for the second year running and also the Dismounted Champion at Arms title for the best performance over the three weapons.

Newcomer Mid. David Hale, an URNU student, took the male epée by storm, beating all comers, while the sabre was won by a stalwart of the Navy team, Lt Cdr David Fry.

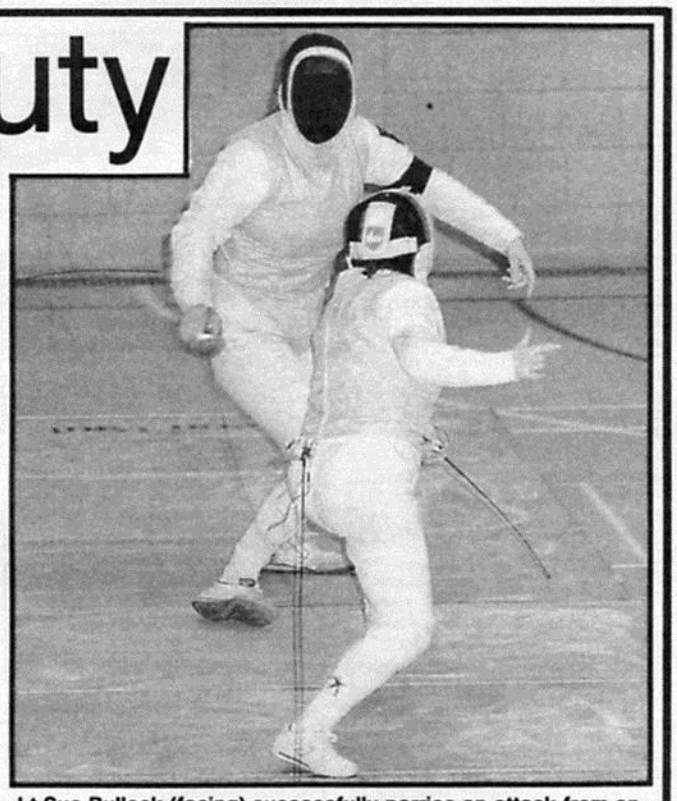
Lt Cdr Maggie Myers RNR repeated last year's success in the ladies' competition, winning both foil and epée. But the sabre was won by Lt Sue Bullock, who retained the Ladies' Dismounted Champion at Arms title.

Both Champions at Arms go on to compete for the title Wilkinson Sword Master Swordsman or Swordswoman against the other Services' champions.

At the RN Fencing Association's annual general meeting POW Louise Olliver was elected captain of Navy fencing, becoming the first lady in the Service to be captain of both the men's and ladies' branches of the sport.

The depleted team put up a good fight at the Inter-Services, but, in spite of their enthusiasm, the number of novices brought in to replace men and women on operational duties told.

The Navy finished third, but the event provided valuable experience and a useful warm up for the Combined Services challenge that lay ahead.



Lt Sue Bullock (facing) successfully parries an attack from an Army opponent at the Inter-Services Fencing Championships.

Picture: LA(PHOT) Richie Moss

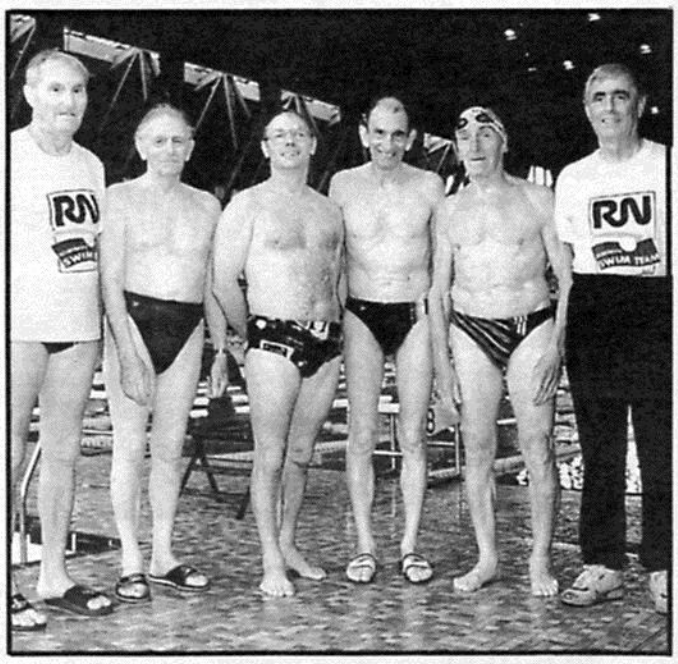
Round-up

BURNABY Road West saw the inaugural RN (Women) soccer 6s event, which was a huge success. Dolphin, Westminster, Osprey, Dryad, Fearless and Daedalus took part. Sheffield Wednesday, in Portsmouth for pre-season training, were on the sideline talent spotting. Dryad won, with Dolphin the runners-up. Prizes were presented by Clas Ingerson, Sheffield Wednesday player and Swedish international.

HMS Sultan will play CTCRM Lympstone in the Lambs Navy Cup final at Burnaby Road on Wednesday, August 2, starting at 1400. Sultan defeated Centurion Building to reach the final and CTCRM overcame Raleigh to become finalists for the first time.

OVER 1,000 athletes from 43 countries have registered to take part in the Wilkinson Disabled Ex-Services Invitation World Games at Gateshead, September 7-10. The event is sponsored by Wilkinson Sword and Sebastian Coe is its patron.

STRENGTH IN DEPTH



Masters par excellence (l-r) Len Audritt, John Harrison, John Seabrook, Phil Merryweather, Ray Brookhouse and Ron Kimber, pictured at the poolside.

NAVY masters captured 14 individual and eight team gold medals, plus 11 silver and 9 bronze medals, at the prestigious GB Masters Swimming Championships at Crystal Palace, ***writes Ron Kimber.***

Their tally also stretched to a team and three individual British records.

These successes spanned the age range, from Neil Tait (25-29) to John Harrison (80-84). Harrison took five individual golds and played a part in one of the team golds to become the top RN scorer.

Ray Brookhouse (75-79) and Phil Merryweather (75-79) each took three individual and two team golds. Ray claimed British records at 200 and 800m freestyle and Phil at 200m backstroke.

Particularly noteworthy were the efforts of the two men's over 280 years relay teams. Since the introduction of this event in the domestic calendar in 1993 RN swimmers have won both relays throughout the three years. The medley team set a new record this year.

For the first time this year the RN masters entered a strong squad of lady swimmers, including relay teams. The over 160 years freestyle team took bronze.

The upsurge in the ladies' fortunes has been due in no small way to mother-of-two Sophie Wright, who has overcome a considerable disability. It pleased everyone to see Sophie win bronze in the 800m freestyle and the relay.

Sophie was well supported by Ann Grantham (55-59), who took five silver, one bronze and a team bronze medal.

All credit to Chris Fairey, whose coaching at Devonport has borne fruit.

Navy golds went to — Neil Tait (25-29) 100m and 200m freestyle; Iain Hughes (35-39) 200m backstroke; Ray Brookhouse (75-79) 200m, 400m, 800m freestyle, over 280 years freestyle and medley relays; Phil Merryweather (75-79) 50m freestyle, 200m backstroke, 200m breaststroke, over 280 years freestyle and medley relays; John Harrison (80-84) 50m and 100m freestyle, 50m and 100m backstroke, 50m breaststroke, over 280 years freestyle relay; John Seabrook (59) over 280 years medley relay; Ron Kimber (64) over 280 years freestyle relay; Len Audritt (73) over 280 years medley relay.

Navy forecloses on Banks

THE NAVY team produced their best performance of the season to beat United London Banks by 13 runs at Portsmouth, ***writes Lt Cdr Jim Danks.***

Lt Alistair Falconer (819 NAS) made an excellent 111 (2 sixes and 14 fours) before being caught with the score at 190 — 4 in the 42nd over. He was well supported in stands of 68 with Lt Paul Snelling and 82 with Capt Robin Hollington.

However, in the quest for quick runs wickets fell steadily and, despite a rapid 19 from Mne Andy Procter, the Navy were all out for 233.

Good bowling from Lt Chris Slocombe (845 Sqn), well supported by Lt Simon Morris and Procter, reduced the Banks to 65 — 5 by the 26th over. Their batting rallied, but tight bowling and fielding saw them all out for 220, their first defeat by the Navy in many seasons.

British Police recorded a nine wicket win over the Navy at Imber Court. CCMEA George Appleton (Ark Royal) was the Navy's top scorer with 38 and skipper Paul Barsby the pick of the bowlers — just 27 runs coming off his 11 overs.

Entertaining

In a very entertaining match the Civil Service beat the Navy by six wickets with just four balls remaining. The Navy had set them a target of 224 after an excellent innings of 112 not out by MEA App Peter Andrew (Illustrious). POWEA David Wynne made 41 and CPOMEA Stuart Adams 26.

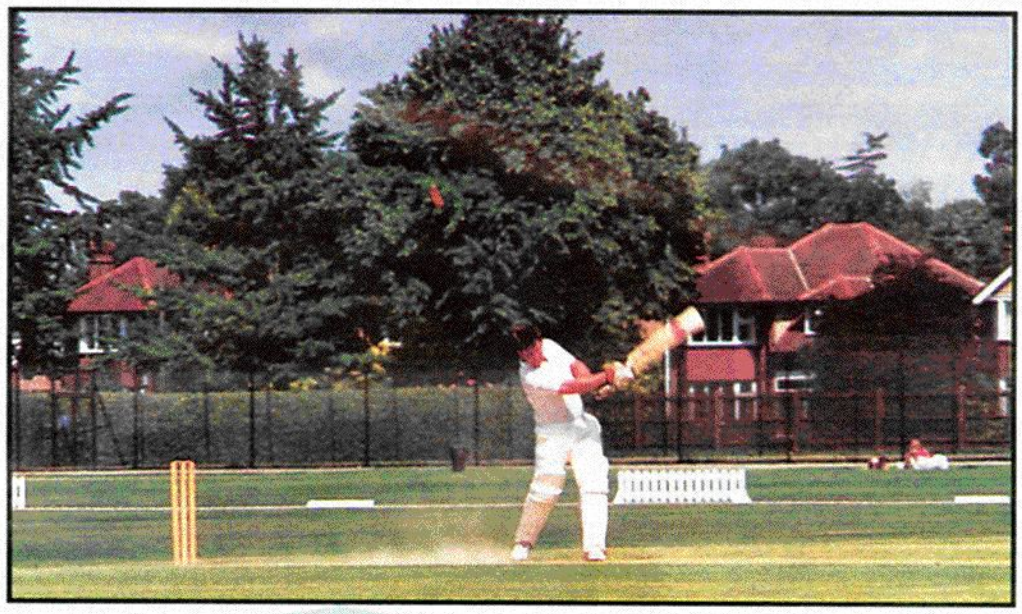
An excellent catch by LMEA Danny Halsey (Invincible) removed K. Hewson for 37 as he threatened to take charge. Lt Kurt Eyre (3 Cdo Bge Sig Sqn) conceded just 28 runs from his allotted overs and Barsby took 2 — 35. An excellent throw from Slocombe achieved a run out, but the Civil Service reached their target.

Wiltshire made 236 for 8 at the end of their overs at Salisbury and in reply the Navy's opening partnership of Maj Charles Hobson (HQRM) and Andrew put on 88 in just 68 minutes. Hobson's 58 included 3 sixes and 5 fours.

After his dismissal Wiltshire's spinners bowled the Navy out for 177. This was a particularly disappointing display by a team who the day before had come so close to beating the Civil Service.

After a gap of almost a decade the fixture was revived between the RN and Hampshire 2nd XI. Only Snelling defied the Hampshire bowlers, making 23, as the Navy were all out for 101.

Eyre took a fine catch to dismiss Treagust, but Hampshire won the match by nine wickets. LMEA David Gargutt (DMR Portsmouth) had a long bowl on his return from injury and took 1 — 46 from 11 overs of fast bowling.



CPO Paul Barsby hits the ball to extra cover to be caught by Malcolm Roberts. The catch came in the Royal Navy's match against the British Police at Imber Court. The Police won by nine wickets.

Picture: Lt Cdr Danks.

The Army won the Under 25s Inter-Service Championship. Royal Navy 280 for 7 (P. Andrew 114, S. Needham 51), RAF 201 (D. Wynne 3 for 42. RN won by 79 runs. Army 269 for 7, Royal Navy 233 (D. Wynne 89, A. Crofts 62). Army won by 33. Army bt RAF by 64 runs.

Fixtures for August — 1st RN v CCC at Portsmouth; 3rd RN v Sussex II at Chichester; 7th, 8th and 9th Inter-Services at Portsmouth (Navy to play 8th and 9th); 10th Combined Services XI v MCC at Portsmouth. Spectators will be most welcome to support the Navy team.

ADMIRALS CALLING

LT CDR Mike Broughton, flight commander on board HMS London, has been selected to race for the British Admirals Cup team.

The Admirals Cup consists of a series of inshore and offshore yacht races out of Cowes, Isle of Wight. It culminates in the classic Fastnet race.

Considered as the World Cup of yacht racing, the Admirals Cup attracts top professional sailors from around the world.

Mike has been selected as navigator/tactician for Seahorse Astro in the new ILC 40 Class and his skipper will be the renowned Harold Cudmore.

He will be teaming up with some of his old British team mates from the last Admirals Cup in 1993.

Best of luck over the next few weeks, Mike, from all in HMS London!



Fell swoop

LT CDR John Gueran and Lts Mike Smith and Andy Owen, pictured left to right, represented HMS Excellent in the arduous Welsh 1,000m Peaks Race.

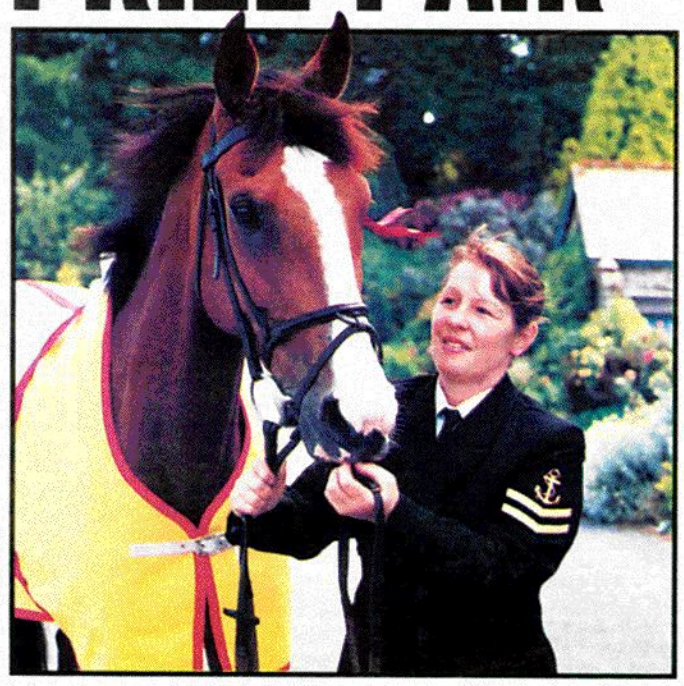
Theirs was the only Navy crew among the 75 Service teams to take part.

The course lies within Snowdonia National Park and takes in four peaks over 1,000m high — Carnedd Llewelyn (1,064m), Carnedd Dafydd (1,044m), Carnedd Urgain (1,065m) and Mount Snowdon (1,085m).

Excellent's trio completed the 31km mountain terrain challenge well within the time limit of nine-and-a-half hours despite atrocious weather conditions. They were supported by team manager CPO Ron Bashford.

Regarded as a prestige event by the British Army, this year's race was won by a team from the 2nd Royal Regiment of Wales. The Gurkhas were second.

PRIZE PAIR



LW Willens (FONA) and Carnival Raffle. The pair won top honours at the Rhine Army Summer Show.

FIRST event — dressage, cross country and showjumping — for RN/RM equestrians took place at Aldon. Mne Howard Wood (40 Cdo) on Flyn was the pick of the dressage riders, ***writes POWWtr Louise Isaacs.***

With 10 penalties in the showjumping and a clear round in the cross country, Howard was fifth individual. He and colleagues Capt Richard Bridges (Raleigh) on Sgier Bantighearna, CPO Pete Ogburn (Raleigh) on Jasmin, and Lt Cdr Richard Randall (Manadon) on May Belle V, riding as the RN A team, finished first.

Larkhill Horse Trials followed. Capt Bridges, on his wife's horse, Carnival Raffle, took the top dressage score. Clear in both cross country and showjumping, he finished seventh individual. The RN took second prize in the team competition.

Seven RN/RM horses and riders took part in the British Showjumping Association's West Stour Area Show. Riding Mne Wood's Jasmin, Pete Ogburn won both the Uniformed Services Individual and Open Jumping events. Richard Randall was second in both classes and Wren Donna Jenkin was third in the Open class. The RN A team won the team event.

Larkhill Horse Show, incorporating the first leg of the Loriners Trophy, came next. Wood and Jasmin were second in the SSVC Services Jumping.

The Loriners Trophy saw the RN team in second place on 11 penalties — Randall 3, Lt Cdr Paul De Jonghe (Edinburgh) 4, Wood 4.

Three RN/RM teams were fielded at the Royal Windsor Horse Show but all that was managed was 13th place in the Queen's Cup.

Venue for the second leg of the Loriners Trophy was the Army Horse trials at Tidworth. The Army won convincingly with 95 penalties, the Navy (Bridges, Randall, Lt Hall and Jenkin) were second on 247.

Nine Navy riders went to the Defence Animal Centre, Melton Mowbray, to try to qualify for the Royal Tournament, but all managed to have at least one fence down and none reached the jump-offs.

Schedules

The RN/RM Championships will be held at, HMS Dryad, Sept 30 — Oct 1, spectators are welcome. For a schedule and entry form contact Lt Cdr Randall, RNEC Manadon, Plymouth — Manadon ext 81461.

Five horses and a team of 10 riders made up the RN Equestrian Association presence at the Rhine Army Summer Show. Cpl Simon Bustany fine-tuned the team after arrival and the squad came away with many top honours.

LW Jane Willens on Carnival Raffle won the Victor Ludorum Cup — coming first overall. She won the dressage and jumping and ranked high in the other competitions.

Joined by Randall, Wood and CPO Dougie Stewart in the team event she played her part in winning the Second Division Cup for the highest placed British team.

Grateful thanks for sponsorship to the RN Sports Fund and RN units, Renault UK, Taylor Woodrow, Chubb Fire, Software Sciences, Ian Williams, Granflex Roofing, Kellow Partners and Glendrill.

TAYLOR MADE!

AN EXCELLENT even par final round of 72, played in tricky conditions over the difficult China Fleet Country Club course, saw Artificer Apprentice Terry Taylor (849 NAS) become Navy golf champion at his first attempt, confirming the promise he has shown since joining the Navy squad 18 months ago, ***writes Cdr Gary Skinns.***

Only a late change in his ship's programme allowed Taylor to compete and, with Command teams already selected, he took up a last minute individual entry and became the first non-team member to win since Jim Hunter, an ex-RNGA chairman, in 1975.

Five shots adrift at the halfway stage, Taylor slipped to seven off the lead with a disappointing third round of 81. However, he concentrated on playing the course, achieving two birdies in his last five holes.

The difficult, long par four 17th probably won him the championship. Having pulled his drive slightly to the left he found himself stymied behind a Cornish wall and could only wedge himself back into play. From here he hit a perfect six iron to nine inches for a tap in par.

Serving with 849's A flight in HMS Invincible, Taylor is due back in Britain this month to continue his training and will, it is hoped, be available for the Inter-Services in September.

Individual entries fared well in the championship, with Lt Steve Roberts (Yeovilton), Naval Air Command's reserve, taking the runner-up spot. One shot ahead of the field at the beginning of the final round, he was on course for the title.

But at the eighth hole, which he had reached at one under par for the round, he finished with a nine, effectively ending his bid.

He held on gamely and needed a four down the last to tie, but his putt slid past the hole.

Despite Taylor and Roberts playing as individuals, Naval Air took the Inter-Command title by a comfortable 22 shots.

Two weeks later, Southwick Park hosted the annual Navy Cup inter-unit event. Eighteen four-man teams took part on another ideal golfing day.

Again victory went to a late entry — going to the team from HMS Nelson which had entered only the previous day.

Only three points adrift at lunch, the team from Victory Building had a good chance to make up the deficit but could not match the scoring of their near neighbours and had to settle for runner-up.

HMS Heron put in a storming afternoon performance, leapfrogging through much of the field to claim third place. It was particularly pleasing to have two teams from Gibraltar participating.

Navy selectors now have their sights very firmly on the Inter-Service Championships and, with only two more events for players to prove themselves, places in the team for Saunton are beginning to be pencilled in. Further details on the event, which takes place September 18-21, are available from the Secretary RNGA on Portsmouth Naval Base ext 23664.

□□□

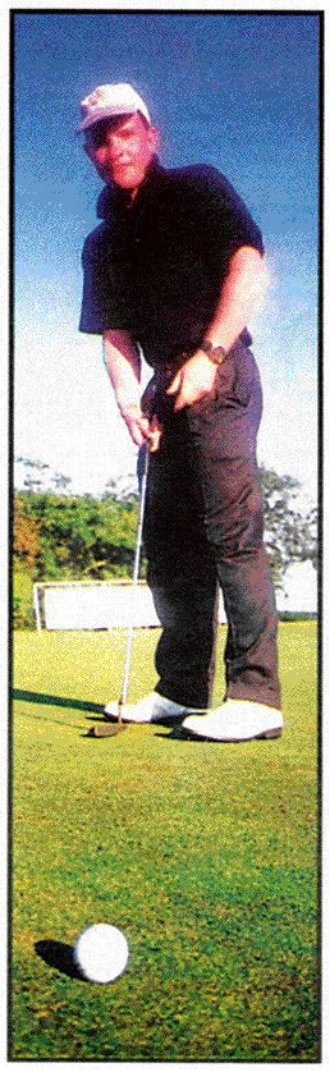
SOUTHWICK Park hosted the RN Regulating Branch Golf Championship, which was contested over 36 holes — medal in the morning and stableford in the afternoon.

The superb weather was matched by some sparkling golf. Two guests, Lt Cdrs Alan Maxwell and Brian Moxley secured first and second place respectively.

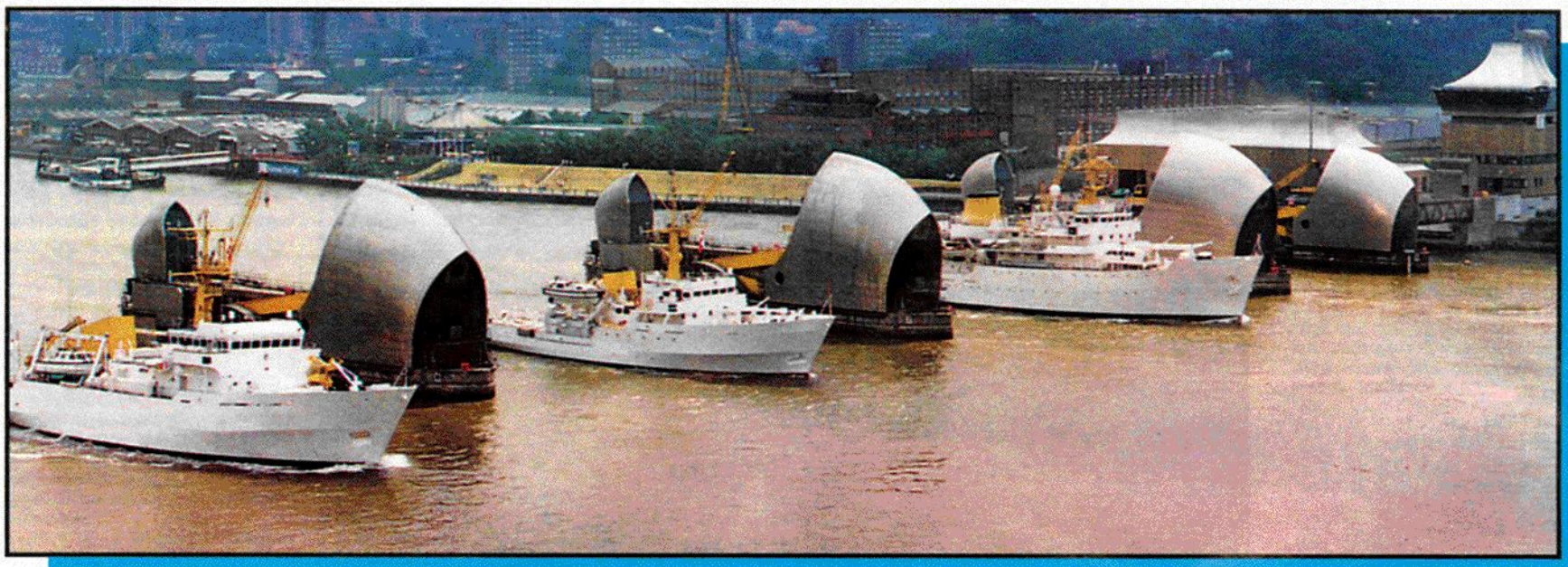
In third place, and highest finishing regulator, was MAA Sid Bottom, who retained the trophy he won last year and was this year awarded a handicap reduction!

The event was sponsored by Jack Blair Ltd and a senior representative, Mr David Hoctor-White, attended the evening prizegiving.

Event organiser WO(MAA) John Parker was pleased with the turnout, particularly among retired regulators, and is already planning for next year. The proposed date is June 20, 1996, and the course has been booked. Early enquiries from regulators (past and present) and other Service police are welcome. John can be contacted at Oliver Block, HMS Dryad, Southwick, Hants P017 6EJ.



Art App Terry Taylor



SURVEY SHIPS SAIL BY

HM SURVEY ships steam through the Thames Barrier to celebrate the 200 years of chartmaking by the Royal Navy's Hydrographic Office.

Eight survey squadron ships berthed in West India Dock, London, for the celebrations which included a royal reception.

Two ships, HMS Hecla and HMS Beagle, were open to the public and attracted hundreds of visitors.

Marines killed

TWO Royal Marines NCOs have been killed in falls in separate incidents.

C/Sgt Ian Jackson of 42 Cdo died on July 5 during an exercise in the Swiss Alps, and on July 16 Mne Dean Carter of Comacchio Group was killed when he slipped off a cliff-top footpath near Plymouth.

C/Sgt Jackson (35), described as a "very experienced" mountain leader, was taking part in an annual, four-week exercise arranged by 3 Cdo Brigade Patrol Troop.

He fell during abseiling on the Wyssifrau (White Lady) mountain in the Bernese Oberland. He was unmarried and was a native of Stranraer, where his funeral was held.

The body of Mne Carter (24) was found by a holidaymaker near Stoke Beach. He is believed to have slipped when part of a footpath collapsed.

Investigation

Detectives from Britain are to go to the Falklands to help the islands' police solve the mystery of Mne Alan Addis who disappeared there without trace in 1980.

Fifteen years ago Mne Addis was thought to have accidentally drowned or died of exposure after leaving a party at a social club. However, fresh evidence sparked a new investigation in 1993, and the detectives from the Devon and Cornwall force will follow-up new leads among local people.

Sea training heads West

PORTLAND Naval Base's operational days have ended with the transfer of sea training to Plymouth.

HMS Argyll was the last ship to leave and a 13-gun salute thundered out as she sailed for Devonport with Flag Officer Sea Training, Rear Admiral John Tolhurst on board.

Portland has been the home of sea training since 1959 and the final departure of staff in March next year ends a 150-year association with the Royal Navy.

The base provided world-class sea training for generations of RN ships, NATO allies and nations buying British vessels.

Admiral Tolhurst said: "It is with great sadness that we leave here today, Portland has served us well.

"I am very grateful to the local people and particularly the civilian staff of the naval base for their strong support which has been maintained at the highest level in what has been one of the busiest years ever.

The move involves over 200 FOST staff. Of the civilian employees affected, 135 have already found other jobs but 160 have been made redundant.

Advantages

The move to Plymouth should save £70 million over ten years, and although sea training will have to integrate with Devonport's activities there are a number of advantages.

The base allows better access to the deeper, less congested water of the South West, all FOST staff will be in the same building and operations will be co-ordinated with the help of a new radar in HMS Cambridge.

Admiral Tolhurst now takes command of the new South Coast Exercise Areas which stretch from Selsey Bill to the Isles of Scilly — the largest matrix of maritime training areas in Europe.

The main difference for FOST staff at Plymouth will be an extra hour added to each sea transfer, but ships in for work-up can expect the same rigorous training encountered at Portland.

In a signal to Portland, First Sea Lord Admiral Sir Jock Slater praised the "outstandingly successful" association between the Navy and South Dorset and said that he had every confidence that their famous standards will be maintained at Plymouth.

Operational Sea Training resumes on September 4 and will be controlled from FOST's new HQ in Grenville Block, HMS Drake.

Tank death

A SAILOR from HM submarine Sceptre has died during an ascent in the submarine training tank at HMS Dolphin.

AB(S) Adam Twells, aged 24 and single, was undergoing routine escape training. A naval investigation was being held.

Trident test

HMS VICTORIOUS, second of the Vanguard-class submarines, conducted a successful first firing of a Trident missile during tests off the Florida coast in late July.

Rare sight

THE NAVY'S 14 inshore training squadron vessels came together for the first time for sea training off Portsmouth in July.

They were based at HMS Dolphin, Gosport, for the three-day event attended by the Second Sea Lord, Vice Admiral Sir Michael Boyce, and Flag Officer Training and Recruiting, Rear Admiral John Clarke.

It was a rare chance to see the University RN Unit vessels together — they are based in Aberdeen, Glasgow, Liverpool, Newcastle, Hull, Gosport, Ipswich and Penarth.



Picture: Gary Davis

Manadon closed

FORTY years of engineering excellence at RNEC Manadon has been bought to a close with the final graduation ceremony.

Fewer engineering officers are needed in today's Navy, and with a general increase in graduate recruitment it was decided to end first degree training at the RN engineering college.

A degree sponsorship scheme at Southampton University has been introduced in its place, starting this Autumn.

The final students graduated from a number of degree courses, in particular the three-year Bachelor of Engineering course.

Honours

Honourary Doctorates of Technology were awarded to the renowned mathematician Sir Hermann Bondi, and Deputy controller of the Royal Navy, Vice Admiral Sir Robert Hill, one of Manadon's first graduates in 1962.

Festival success

PORTSMOUTH'S nine-day Dockyard 500 festival was so popular that organisers plan to make it an annual event.

Well over 30,000 came to visit and Sunday July 2 was the Historic Dockyard's second busiest day ever.

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UNFORGOTTEN FLEETS 1945-95 VJ



Battleships of the Eastern Fleet photographed from the deck of HMS Queen Elizabeth

ON MAY 9, 1945, when the lights of Britain blazed in celebration of peace, three sailors died and 19 were wounded when two Japanese suicide aircraft crashed on to the flight deck of HMS Victorious.

Another of the kamikazes spread flame and destruction across HMS Indomitable's deck. It was the second time in five days that she had been hit; on May 4 an enemy fighter-bomber had torn into her deck just as the carrier was about to launch aircraft. The deck had been crowded with aircrew and aircraft handlers. Eight had been killed and 47 wounded — 13 suffering serious burns.

On VE Day one of the pilots caught in that inferno lay dying in the hospital ship Oxfordshire . . .

Except for the bereaved relatives — for whom the laughter and singing in the streets must have rung hollow indeed — the savage incidents on the other side of the world went virtually unnoticed by the British public. The Big News for them was, understandably, the end of the dangers, hardships, heartache and drab tedium of war on the doorstep.

It is also understandable that the British Pacific Fleet and the East Indies Fleet are regarded by the men who served in them as forgotten, just as veterans of General Slim's 14th Army in Burma describe themselves as The Forgotten Army, using the term these days with as much pride as regret.

Publicity

In a sense, the 600 vessels and 250,000 men which Britain and the Commonwealth despatched to the Far East, as the last embers of the European war burned, *were* forgotten — for a number of reasons.

Although they formed the largest and most powerful naval forces that Britain had ever sent to war, the US Navy's 3rd/5th Fleet in the Pacific was much larger and more experienced in theatre.

Publicity of the role of the BPF had its difficulties. Operating under US orders and with lines of supply and communication stretching up to 2,500 miles, there were serious physical obstacles to transmission of the BPF's activities for home consumption.

And unhappily the relationship between the senior commanders afloat and the embarked press often left much to be desired. In contrast to the US Navy's polished treatment of the press, on British ships there were — at first — no facilities for the transmission of press copy at sea.

■ 'I AM not certain that those at home have any idea of what these long operating periods mean, nor of the strain put on those in the ships, so many of whom, both officers and men, are mere children. When I look back on that which this untrained youth has managed to accomplish and to stick out, then I have no fear for the future of the Navy . . .' *— Vice Admiral Sir Bernard Rawlings, commander afloat of the British Pacific Fleet.*

by Anton Hanney

This resulted in immediate friction between the fleet's commander afloat (Vice Admiral Sir Bernard Rawlings) and embarked pressmen. The admiral's renowned sense of humour failed him with regard to journalists, his attitude to the news media being encapsulated by this (later) comment from his flag lieutenant: "No brighter red was ever shown to a fiercer bull."

Apart from those problems, there was a conscious effort by the Americans to allocate subsidiary roles to the BPF, at first because of the fleet's relative inexperience, but finally to ensure that no other nation shared in what they saw as their right alone to exact revenge for the "Day of Infamy" — the Japanese surprise attack on Pearl Harbor in 1941.

Though relations between the British and US commanders were close throughout, and founded on mutual respect and personal friendship, the British were excluded from the high-profile raids which specifically targeted the major elements of the enemy fleet which remained in Japanese ports.

Since Japan's onslaught in 1941-42, and until late in 1944, British naval presence in the Pacific was thinly spread with only weak forces of the Eastern Fleet covering the Indian Ocean and East Indies for much of that time.

All the decisive battles to regain ascendancy in the central Pacific had been planned and fought by the USA, and although Churchill's offer of a "fast, powerful and balanced naval force" was accepted with alacrity by President Roosevelt at the Quebec conference in 1944, the commanders of the new British Pacific Fleet were involved in a struggle — initially at least — to prevent the BPF being sidelined away from the campaign's main axis, which rested on the Japanese mainland itself.

Unforgettable

While weak publicity, and subsidiary roles contributed to the feeling, which persists today, that the British Pacific Fleet and the greatly strengthened East Indies Fleet were forgotten, in reality the part played by the Royal Navy in the last 12 months of the war in the Far East is, paradoxically, unforgettable.

It is remembered, of course, by the hundreds of thousands of British families who were directly affected, several of whom were bereaved in the moment of victory; it is remembered by the Americans, old men now, from whom the British won respect and admiration.

More lasting, however, is the historical contribution that the BPF made towards the development of today's Navy. It was to a large extent forged 50 years ago in the violent heat of a campaign in which distances were measured in thousands of miles by fleets projecting naval air power at its wartime zenith.

The scale of the British Pacific Fleet was remarkable. Its hundreds of ships included aircraft carriers, battleships, cruisers and destroyers, which depended on another fleet — of supply and repair ships of every kind. It was not only the largest fleet that Britain had ever sent to war, but it had the longest lines of supply of any major force in Royal Navy history.

It was truly Commonwealth in composition, with two cruisers from New Zealand, a Canadian cruiser, and one complete destroyer flotilla made up of Australian ships. There were also many Canadian and South Africans among the aircrews, while some air squadrons were made up entirely of New Zealanders.

The great majority of the men who served in the fleet were "hostilities only" personnel. In the escort carrier

● *Turn to next page*

UNFORGOTTEN FLEETS

● From front page

HMS Ruler, for instance, the commanding officer was the only regular RN officer on board when the ship joined the fleet, while there was a preponderance of RNVR officers throughout the BPF's squadrons.

By the time the armada was formed, Britain's naval build-up against the Japanese had already begun. Early in 1944, while the Royal Navy's role in the Pacific was still the subject of Anglo-American deliberation, the first of more than 100 vessels were sent to reinforce the Eastern Fleet based in Ceylon.

The new arrivals included the carrier HMS Illustrious, two battleships and a battlecruiser, which enabled the C-in-C, Admiral Sir James Somerville, to mount an air strike on enemy installations on the Sumatran island of Sabang.

In July the carriers Victorious and Indomitable joined the fleet, and took part in a second attack on Sabang with a bombarding force of battleships and cruisers.

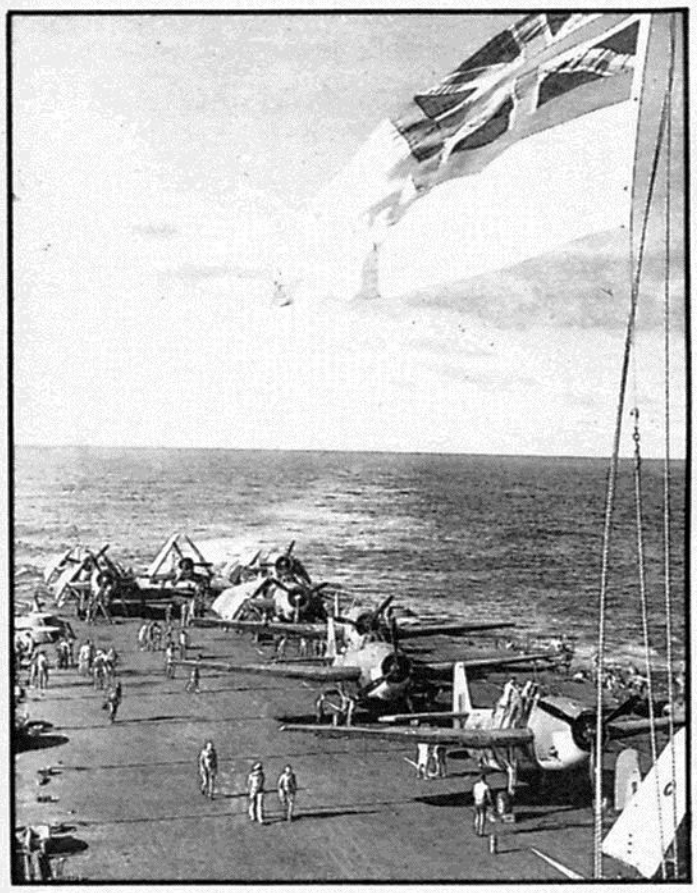
When in the autumn the BPF was formed, the victor of the Battle of North Cape, Admiral Sir Bruce Fraser, was appointed C-in-C under Admiral Chester Nimitz, Commander-in-Chief Pacific Ocean.

Admiral Fraser would remain at Sydney while the fighting ships would be under the command of Fraser's deputy, Vice Admiral Sir Bernard Rawlings, flying his flag in the battleship HMS King George V. Rear Admiral Philip Vian would command the carrier task group.

The BPF's fighting ships would form a task force of the US 3rd Fleet under Admiral Halsey and the 5th Fleet under Admiral Spruance (the 3rd and 5th Fleets were titles for the same fleet which changed its designation under a system in which Halsey and Spruance alternated command).

Many of the ships of the former Eastern Fleet were transferred to the BPF. Those remaining formed the East Indies Fleet under the command of Admiral Sir Arthur Power. Both Fraser and Power raised their flags in November, 1944.

It had been agreed with the USA that the BPF would be self-sufficient in all respects, therefore its size was governed by the number of ships that could be taken up from trade to keep the fighting vessels supplied over the vast distances involved.



Grumman Avengers on the flight deck of an escort carrier in the Indian Ocean.

Fuel shortage

Shortage of fuel would prove to be a constant headache for Admiral Rawlings, at times causing him more problems than did the enemy. All re-fuelling and re-supply had to be conducted at sea during the long weeks of operational deployment. And for that he had to depend on tankers which were slower, fewer and less adept at the task than their American counterparts.

The tankers were elements of a Fleet Train which by VJ Day comprised 125 vessels of all types, shapes and sizes under the command of Rear Admiral Douglas Fisher — regarded by many as having the most arduous job of any British admiral in World War II.

His stores, repair, hospital and depot ships were based on the uninviting island of Manus, in the Admiralty group, or in Leyte Gulf in the Philippines from where fuel, spare parts, food, clothing, medical supplies and mail were shuttled to the fighting units.

Mobile Operational Air Bases (MONABs) were established at sites ashore, while replacement planes were embarked in escort carriers for transfer to the task force.

Palembang

At Manus, 2,000 miles from the BPF's main HQ at Sydney, life was unpleasant. Those men of the Fleet Train not at sea suffered the island's steaming days and suffocating nights. Rainfall was 150in, the humidity turning boots and clothing green with mildew within 48 hours.

Within a short time of its formation, the BPF was making its presence felt. Operating three fleet carriers, the British were asked by the Americans to strike at enemy oil installations at Palembang, Sumatra, on their way to Sydney.

Air groups from HM ships Illustrious, Victorious and Indefatigable mounted the largest raids by the Fleet Air Arm in World War II to seriously damage two of the most important refineries in the Far East. Fifty-two Avenger bombers and 88 fighters took part in the operations on January 24, and a further 128 aircraft were involved in a second attack the next day.

US respect

The site was strongly defended by enemy fighters and anti-aircraft guns, and British losses were high — 41 aircraft in all, with 30 of their crews killed or missing. Many lessons were learned, not least of which was the need for a reserve aircraft carrier and spare air groups. However, Palembang did prove the BPF in battle and won from the Americans a respect and admiration that was to grow for the "Limeys" over the next seven months.

Meanwhile, in the Bay of Bengal, the East Indies Fleet was providing the means for the 14th Army and 3 Commando Brigade Royal Marines to leapfrog down Burma's east coast in a series of amphibious landings aimed at capturing airfields and cutting off the Japanese retreat via passes to the Irrawaddy River.

Supported by landing craft and motor launches, the troops waged war in the mangrove swamps of the Arakan, where lurked crocodiles, poisonous snakes, stinging insects, mosquitoes and — most dangerous of all — Japanese soldiers at bay. As the troops advanced south, the only access to the sea was along "chaungs" — narrow tidal creeks winding through thick mangroves up to 40ft high.

During the six-month campaign which ended in May 1945, Royal Marines were landed on Cheduba Island, Burma in the only purely naval assault of the war.

With the build-up of surface warships, came more submarines, mainly S and T-class boats. By March 1944 12 boats were operating from the depot ships HMS Adamant and HMS Maidstone alongside at Trincomalee, Ceylon. By September Eastern Fleet boats had made 88 patrols to sink eight merchant ships, three submarines and a cruiser for the loss of HM submarine Stratagem.

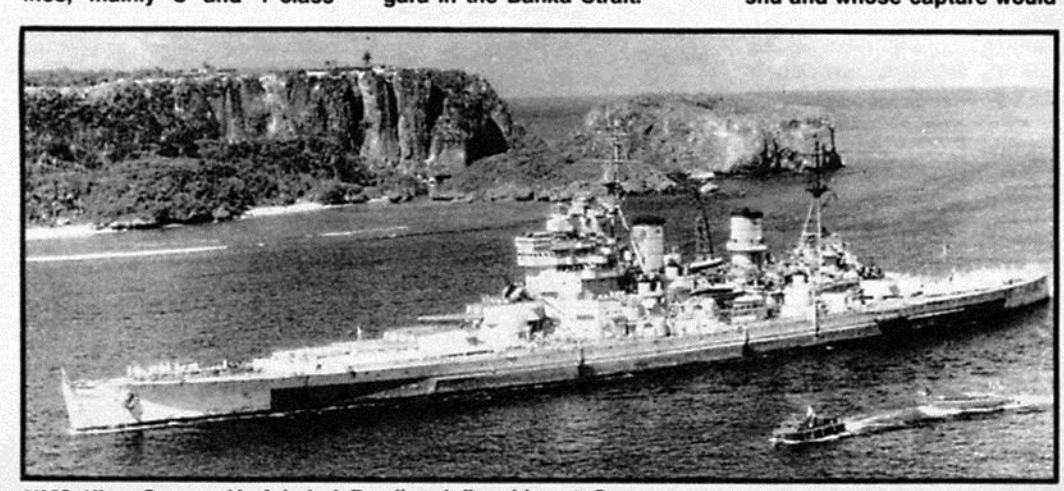
In that month Maidstone was transferred to Fremantle to be depot ship to the 8th Submarine Flotilla.

Although by then there was a shortage of targets, the British boats enjoyed a marked success. Among the highest scoring of them was HMS Statesman which during nine patrols destroyed or damaged 44 enemy vessels. And on June 8, 1945 HMS Trenchant sank the heavy cruiser Ashigara in the Banka Strait.

Midget submarines were also used to good effect. In July 1945 two X-craft put out of action seabed communications cables from Saigon and Hong Kong. In the following month XE-3 sank the Japanese heavy cruiser Takao in Singapore, a feat for which Lt Ian Fraser RNR and LS James Magennis were awarded the Victoria Cross.

Submarine losses during the campaign were not heavy. Apart from Stratagem, HMS Shakespeare was damaged beyond repair and HMS Porpoise was lost in January 1945. She was the last British submarine to be sunk in World War II.

By March 1945 the Americans were ready to launch their attack on Okinawa, an island 350 miles south of Kyushu and whose capture would



HMS King George V, Admiral Rawlings' flagship, at Guam.

Stories of survival amid THE

■ **'Over all this vast expanse of waters Japan was supreme, and we everywhere were weak and naked'**
— Sir Winston Churchill.

BY THE time Japan surrendered, her once mighty fleet had been swept from the seas, and her highly skilled aircrew dissipated in grandiose misadventure.

Their successors were barely trained, fanatical young men indoctrinated by bankrupt strategists to ignore the inevitability of defeat by immolating themselves and their aircraft on the decks of enemy warships.

Their inspiration was drawn from the series of swift and crushing victories enjoyed by Japan in the first six months of the war — days of glory for them; the greatest defeats in the military histories of Britain and America.

Those hardest days were remembered, too, by many of the men in the British fleets that in 1945 were helping to bring Japan to her knees.

Force Z

One such was PO J. Gaynor on board HMS Victorious. The kamikaze attack on the carrier on May 4 brought back chilling memories:

Just over four years before, he was among the first British sailors to get a taste of Japanese offensive air power when his ship, HMS Prince of Wales, was sunk with the battlecruiser HMS Repulse. Both vessels, the battle elements of Force Z, had sailed out from Singapore on December 8, 1941 to attack a Japanese invasion fleet off Malaya. Two days later the Japanese were over them with 61 torpedo aircraft and 27 bombers.



Bill Crozer... Repulse's Walrus pilot.

As the planes approached, Repulse's Walrus spotter aircraft was in the air and circling the ship, seeking instruction via Aldis lamp on what to do about some small vessels she had sighted.

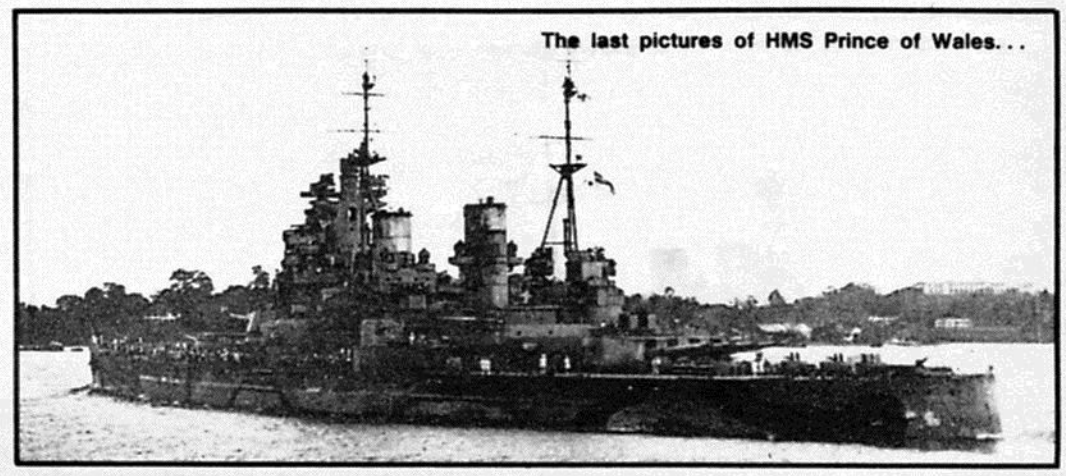
The pilot, PO Bill Crozer, dived his seaplane to sea level as Repulse's AA guns opened up on the Japanese air fleet. Crozer then climbed to 1,000ft and circled...

What followed was a perfectly co-ordinated attack. Bomb and torpedo hits on Prince of Wales knocked out her electrics, plunging the battleship into darkness and silencing her communications. Escaping steam and smoke from the boilers stifled the atmosphere and she listed alternately to port and starboard with the impact of torpedoes.

His equipment useless, L/Tel Bernard Campion staggered out of his transmitting room by the light of a torch. Around him in the battleship damage control and repair parties and stretcher bearers struggled to carry out their duties; ammunition handlers passed shells by hand.

Repulse had already been sunk when the order was eventually given in Prince of Wales to abandon ship. Campion and his shipmates climbed the ladders to the upper decks. It was not easy — by then the ship was almost lying on her port side and the young leading hand wondered whether he'd ever get out.

The last pictures of HMS Prince of Wales...



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the greatest military defeats in British history. . .

HARDEST DAYS

He emerged at the last minute, just as the battleship was slipping under. Despite his lifejacket, he was sucked down amid a mass of wreckage. After what seemed to him an age he popped up to the surface, black with oil.

A derrick boom had broken one of his legs and he was covered with bruises and deep cuts. He was helped into a life raft by his shipmates before being picked up by one of the four Force Z destroyers, HMS Electra . . .

Exeter

With the Japanese seemingly uninterested in his ancient looking biplane, Bill Crozer watched from aloft the destruction of the first British capital ships to be sunk by aircraft.

Eventually he headed towards Singapore — but that was too far away for his remaining fuel. Reporting his position in a mayday signal, Crozer landed in the sea where that night the destroyer HMS Stronghold found the Walrus and crew and began an unusual, 12-hour tow to Singapore.

Weeks later, when HMS Exeter arrived short of an aircraft and pilot, Crozer was ordered to join her with his Walrus. The ship was detailed to escort evacuation convoys to Java and, keeping radio silence, the seaplane was employed dropping weighted messages on to the decks of convoy leaders — until a Japanese air attack off Sumatra damaged it.

Crozer was disembarked in Java and so by good fortune



Bernard Campion. . . witnessed Japanese brutality.

escaped the sinking of the cruiser on March 1. He eventually made it back to Ceylon . . .

Bernard Campion and the 2,080 other survivors of Force Z were landed at Singapore where he was admitted to a military hospital. There, his badly fractured thigh was put into plaster and suspended from a beam by means of a weight and pulleys.

Just over two months after the sinking, Campion was still in that situation when the Japanese arrived. The first troops ran amok through the hospital, bayoneting or shooting medical staff and patients.

Helpless in bed, Campion could follow the approach of the Japanese towards his room by the shots, shouts, groans and screams which accompanied their terrible progress.

When at last they burst into his ward, one invading soldier went over to a Gurkha in a bed near Campion's and repeatedly crushed the butt of his rifle into the man's wounded and bandaged chest.

Others found the position of Campion's injured leg highly amusing and tested the system of pulleys by suddenly releasing and applying the weight.

Although suffering excruciating pain as his leg bobbed up and down, the sailor mustered the wit to smile and laugh with his tormentors. That may have earned him four years as a prisoner of war rather than the death by bullet or bayonet that was meted out to 280 staff and patients in the hospital that day.

Some other shipmates of Campion's were more fortunate. PO Gaynor, who had been picked up covered in oil but otherwise unharmed, was set to man an anti-aircraft gun in Singapore.

When it became clear that the Japanese were likely to take the colony, Gaynor and the rest of the gun's crew, led by an officer, requisitioned a steam yacht, armed it with a 12lb gun, and headed for Sumatra. They coaled the vessel there and, although on one occasion they were on the receiving end of a hand grenade hurled by the pilot of a Japanese reconnaissance aircraft, they eventually reached Ceylon . . .

Risky journey

Marine Bill Capseed was also among those who made the tortuous and risky journey to avoid capture. Drafted to Singapore early in 1941 to join the cruiser HMS Danae, he was later posted ashore to join a Naval Brigade being formed to fight the Japanese.

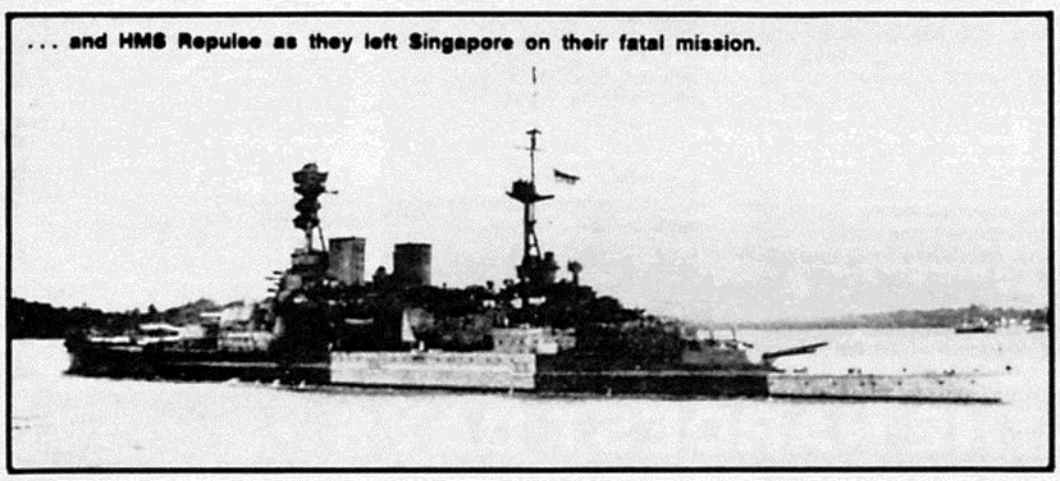
Just before the fall he was among a group who commandeered a local steam vessel and headed for Java. En route they were bombed and machine-gunned, although they had enough weaponry on board to shoot down one of their attackers.

Lacking enough coal to keep the boiler going, the group burned tables, stools and wooden fittings. In this way

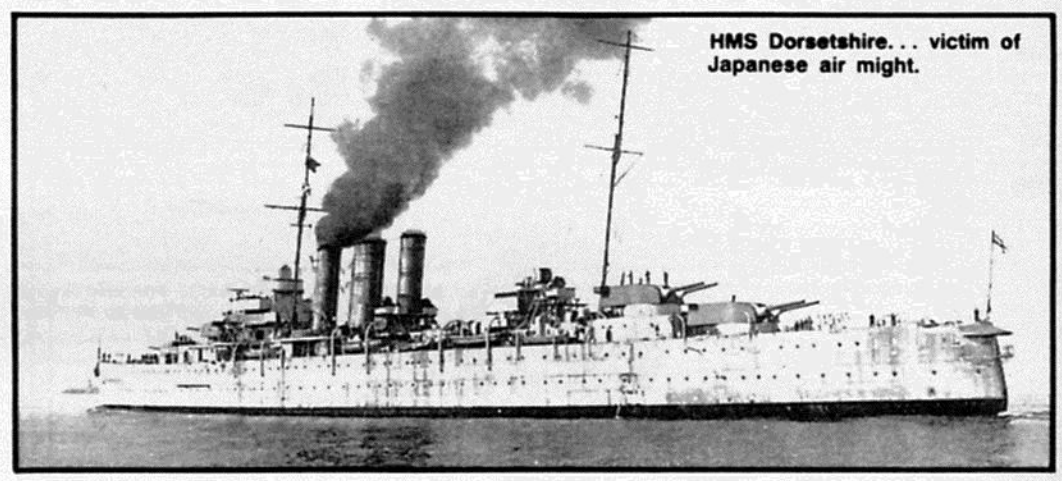
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HMS Exeter sinks as a result of shell and torpedo fire in the Battle of the Java Sea.



. . . and HMS Repulse as they left Singapore on their fatal mission.



HMS Dorsetshire. . . victim of Japanese air might.

enable land-based fighters to cover amphibious landings on the Japanese mainland. For the Okinawa campaign the BPF was given an important but subsidiary task — Operation Iceberg, intended to neutralise the airfields of the Sakishima Gunto islands, thus preventing them being used against the US assault fleet.

Kamikazes

Between March 26 and May 25 five fleet carriers — Indomitable, Victorious, Indefatigable, Illustrious and Formidable — took part in Iceberg, mounting a total of almost 5,000 sorties, delivering almost 1,000 tons of bombs and the same number of rockets.

Enemy aircraft destroyed by the British force totalled 104 for the loss of 98 aircraft with 37 aircrew killed or missing. The airfields of the Sakishima Gunto were successfully denied to the Japanese.

It was during the Okinawa campaign that the kamikaze strikes reached their fearful climax. The Americans, who bore the brunt of it, suffered terrible casualties.

In three mass attacks by many hundreds of planes between April 6-16, the US Navy had two aircraft carriers so badly damaged that they had to be withdrawn. Three battleships were damaged, four destroyers were sunk and four other ships were damaged, as were 31 ships of the assault fleet. In one of the carriers alone casualties amounted to 800.

The BPF did not go unscathed. Although there were no mass attacks on the British, four of the five fleet carriers involved in Iceberg suffered hits: Indefatigable on April 1, Formidable and Indomitable on May 4, Victorious twice on May 9 and, on the same day, Indomitable once again.

The Americans were astonished at the speed of recovery which the British showed in the wake of such potentially crippling hits. Similar attacks on wooden-decked US carriers usually meant withdrawal for repairs in Pearl Harbor.

Although hits by suicide aircraft wreaked havoc among parked planes, the British ships' armoured decks generally protected them from more serious damage, and as little as an hour after a strike, air operations were resumed.

Carrier sunk

After Okinawa, the next major role for the BPF came in July and August when mainland Japan became the target of the 3rd Fleet. Again, Britain was given a subsidiary role, this time because the Americans seemed to want to complete the destruction of the Imperial Japanese Navy without any help from their friends.

The FAA's first air operations over Japan were conducted on July 17 when more than 200 sorties were flown.

In subsequent attacks, BPF aircraft discovered the Japanese light carrier Kaiyo which they bombed and left in a sinking condition. During 416 sorties that day they also destroyed two frigates, many minor war vessels and 15 aircraft for the loss of four of their own.

Such strikes went on throughout the rest of June and the first two weeks of August, the FAA flying more intensively than at any time in their history, with shipping and airfields providing their targets.

Last VC

On August 9, the day the second A-bomb was dropped on Japan, the squadrons flew 407 sorties, sinking three destroyers, a submarine chaser and many small vessels. They destroyed 42 aircraft on the ground.

One of the destroyers was sunk by Lt "Hammy" Gray, a Canadian veteran of air raids on the Tirpitz, who pressed home his attack even though his own aircraft was ablaze. He was awarded a posthumous VC, the last Victoria Cross to be awarded in World War II.

Admiral Rawlings' lengthened communications finally left him critically short of fuel, and most of his force had to retire on August 12, leaving a token group comprising the flagship King George V, Indefatigable, two cruisers and ten destroyers.

In the small hours of August 14 the last FAA raid on Japan was flown from Indefatigable, during which Seafire pilot S/Lt Hockley RNVR was forced to bale out over land. He was captured and later that day — after the Japanese government had capitulated — he was murdered by his army captors.

Sadly, he was not the last FAA casualty of World War II. Nine aircrew who survived being shot down over Palembang in the previous January had been held in Singapore. On or about August 19 — five days after the surrender — they were beheaded and their bodies weighted before being dropped into the sea from a boat.

The formal surrender of the Japanese was accepted by Gen Douglas MacArthur on board the USS Missouri in Tokyo Bay on September 2. Admiral Fraser, whose flagship HMS Duke of York had joined the armada of 200 ships in the bay, signed on behalf of Britain.

Mercy mission

The last task of the British Pacific Fleet was one of mercy — towards tens of thousands of prisoners of war and civilian internees, many of whom had suffered malnutrition, cruelty, sickness and injury at the hands of their captors.

By the end of October, the Allies had found, fed, clothed and repatriated 125,000 former prisoners of the Japanese. The hospital ship Oxfordshire alone left Yokohama with 321 serious medical cases. Hundreds of fitter people left in the escort carriers HM ships Speaker and Ruler.

Formal surrenders at Singapore, Penang, Hong Kong and Kuala Lumpur followed the Missouri signing. But much to Admiral Rawlings' disappointment, the BPF was dispersed and denied a triumphal return to Britain. He saw the "fading out" of the task force as a tragic let-down and one which would commit it to historical limbo.

In an unsuccessful plea for at least a token force to return intact to the UK, he wrote prophetically:

"It may well be that the days will come when the Navy will find it hard to get the money it needs. Perhaps then a remembrance of the return and the work of the British Pacific Fleet might have helped to provide a stimulus and an encouragement to wean the public from counter attractions and those more alluringly staged."

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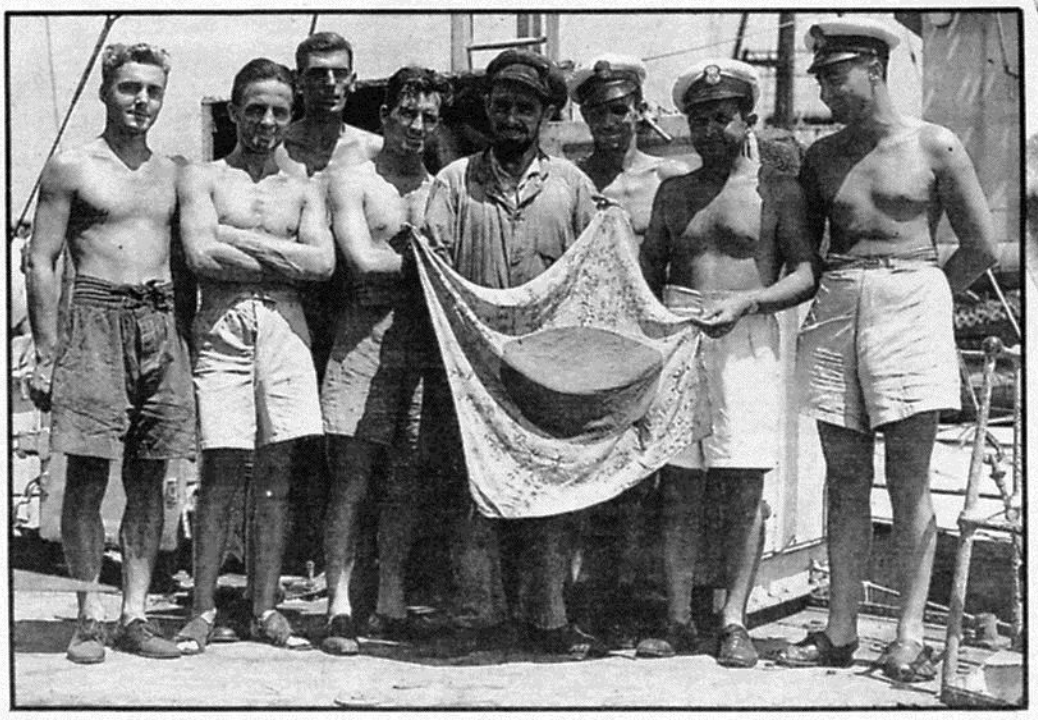
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RECOVERY AND RETRIBUTION

■'THE ROYAL NAVY had achieved undisputed command of the sea. They could and did convey the Army in safety wherever it was needed.'— *Prime Minister Winston Churchill on the culmination of the Burma campaign in 1945.*





ABOVE: Grim-visaged war. . . a tough determination speaks through the eyes of this stoker photographed at work in a ship of the East Indies Fleet.

LEFT: Eight ratings of HMS Pathfinder display a Japanese flag presented to her by Indian troops she had supported by gunfire on Ramree Island, Burma in 1945. All the men in the picture had received either a DSM or a Mention in Despatches.

VICE ADMIRAL Nagumo's damaging raid across the Indian Ocean with his 1st Carrier Squadron — including all but one of the six flat-tops that struck at Pearl Harbor — marked the westerly high tide of Japanese naval dominance.

Just two months later, in June 1942, Nagumo's crack force had its heart ripped out in a disastrous attempt to inflict a decisive defeat on the Americans at Midway Island.

Nevertheless, it would take the British Eastern Fleet time to recover from the blow they had been dealt. In a five-day blitz Nagumo had accounted for the aircraft carrier HMS Hermes, the cruisers HMS Cornwall and HMS Dorsetshire, the destroyers Tenedos and Vampire, the corvette Hollyhock, the auxiliary cruiser Hector, two tankers and 23 merchant vessels totalling 112,312 tons.

In addition 43 aircraft were destroyed — including a complete squadron of Swordfish torpedo bombers — and severe damage was inflicted in a bombing raid on Colombo harbour.

Admiral Somerville's remaining fleet of five elderly battleships and the carriers Indomitable and Formidable, were forced to withdraw to Bombay and East Africa.

Reinforcement

The fleet would be even further depleted during 1942 to meet more pressing needs in the European theatre. However, with the Italian surrender the Eastern Fleet was steadily reinforced from the beginning of 1944 with battleships, aircraft carriers and destroyers.

From his headquarters in Colombo, Somerville could now take part in offensive action against the enemy facing Vice Admiral Lord Louis Mountbatten's South-East Asia Command.

For many, memories of Colombo are not particularly fond. *Navy News* cartoonist Charles Miles, an air artificer at the time, was drafted to RN air station Bherunda occupying the site of Colombo's pre-war racetrack.

"The first accommodation provided was a primitive camp-bed or 'charpoy', plus mosquito net and space for kitbags in one of the tiers of stands built for viewing the races," he said.

Later, on promotion, he moved to the senior rates mess area where he and another rating lived in a large wooden packing case. "It had been modified to provide an entrance, two window holes and space for two chaps complete with a tinful of poisonous fluid on each leg to deter the invading insect predators.

"It paid to tuck in one's mosquito net firmly under the object issued as a mattress to save being wakened by the patter of tiny feet over one's tum — or worse, the sliding thing that left you wide-eyed and awake for the rest of the night."

In late September, following the conquest of North Africa and the Italian armistice, more submarines could be spared from the Mediterranean to harry Japanese shipping off the west coast of Malaya and in the Malacca Strait.

Five T-class vessels arrived at Trincomalee to beef-up the Royal Navy's strength — among them HMS Taurus which, under her commanding officer (Lt Cdr Wingfield) had built up a notable record in "Musso's Lake".

Taurus didn't have long to wait for her first success in the Far East. Visual Signalman Des Radwell well remembers the events of one day in November, 1943. It was the 13th — unlucky for the Japanese.

Taurus had been occupied laying mines at the entrance to Penang harbour and had returned to normal patrol. It was then that she spotted the Japanese submarine I-34, a 360ft long-range type displacing 2,000 tons and equipped with an aircraft.

Forced to proceed on the surface after being damaged in an air attack, I-34 was making for the safety of Penang. "We attacked and sank it with two torpedoes," said Des Radwell.

"After the attack we were pursued by sub-chasers from Penang and heavily depth-charged. We took avoiding ac-

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THE HARDEST DAYS

● *From previous page*

they reached Java from where they managed to get on board a Dutch merchant vessel which took them to Ceylon. There, Capseed found that his troubles were not over; he was sent to the destroyer HMS Tenedos which was bombed and sunk during the Japanese 1st Carrier Fleet's raid on Colombo on April 5.

The next day the cruisers HMS Cornwall and Dorsetshire were attacked and sunk off Ceylon by 53 enemy dive bombers from the same carriers.

The bombers dived so low that LS Bert Gollop in Dorsetshire felt he could have reached out and touched them. His task that day was to assist the air defence officer on the bridge — but, as it turned out, not for long.

Bombing with frightening accuracy, the Japanese knocked out the cruiser's after fire control position, destroyed her Walrus aircraft and wiped out the port forward 4in AA gun, all with three successive hits. The third was just aft of the bridge and Gollop felt a searing pain in his neck and was blown to the deck.

Communications were down, and with his officer wounded he leant out of the bridge to shout to the guns to keep firing — but found himself yelling at so much twisted metal . . .

With those first hits, Stoker Stan Higgins felt the ship almost leap out of the water as if a huge hand had grabbed and shaken her. Higgins, who was





Bert Gollop (left) and Stan Higgins. . . Dorsetshire survivors.

in charge of a fire party near the fore peak, felt the cruiser list alarmingly to port. The lights failed and there was a tremendous cacophony as cutlery and loose utensils in the mess crashed and clattered across the deck.

Desperate swim

"Gerron on the upper — quick!" he barked at the more junior stokers in his party. They needed no further bidding. By the time Higgins made it to the upper deck behind his men, scores of his shipmates were already in the water astern of the doomed cruiser.

Eighteen bombs hit Dorsetshire in as many minutes. Cornwall's experience was similar. With the order to abandon ship, Gollop slid down from Dorsetshire's bridge and found that he could walk down the side of the ship into the sea.

As he swam desperately to clear the cruiser before she sucked him down with her, he saw machine-gun bullets splashing all around him, hitting many of the men struggling in the water. When the aircraft finally flew away, more than 1,000 men were left to fight for survival in waters in which sharks abound.

Most of the life rafts had been blown to pieces and only one boat was left from the two cruisers — and that was used for the wounded. For 30 hours 1,122 survivors kept afloat and kept alive through the searing heat of day and the cold of night.

Just as the second — and possibly fatal — night approached, the flashes as the dying sun caught an open biscuit tin fixed to a raised oar in the boat, were spotted by a lookout in the destroyer HMS Paladin. Gollop and Higgins and many of their shipmates had come through their ordeal. To this day they remember the 424 who did not.

'All eyes were upon us and one could feel the great expectations of everyone in the Fleet'



Ships of the East Indies Fleet at sea: the battleship HMS Queen Elizabeth with the destroyer HMS Nepal in the foreground.

tion and in silent routine settled on the bottom at about 200ft. It was quite muddy, but we were unable to shake them off, and depth charges were raining down."

Wingfield decided that they would have a better chance if Taurus fought it out. Surfacing between the two enemy ships, Taurus's 4in gun opened fire almost immediately.

"The first shot struck the Jap amidships, blowing its gun and bridge to pieces. The second round hit further aft and upset the steering.

"After that the 4in gun trained on the other beam, to engage the other sub chaser, while our Oerlikon and two machine guns finished off the first."

Taurus's first victim sank and the second was forced to limp away. Three Japanese fighter aircraft arrived on the scene too late, and Taurus was able to submerge and resume her patrol.

Coastal forces

As the war drew on, the role of supporting the 14th Army's Burma campaign grew in importance for the Eastern and (later) East Indies Fleet. At first the coastal forces available amounted to a motley handful of motor launches and steamers based at Chittagong on the Bay of Bengal and manned by members of the Royal Indian Navy and Burma RNVR.

Paymaster Lt Peter Edwardes RINVR was sent to the area to help establish a coastal forces and landing craft base further south at Teknaaf. He remembers that the flotilla's new home was as close to the enemy as it could possibly be, the flotilla being ensconced on one side of the River Naaf while the Japanese held the other.

The small vessels were used in support of the Army in the unsuccessful first Arakan offensive which opened in September 1942. By the time the British and Commonwealth troops were ready to try again, in January 1944, they were kept supplied and supported by four flotillas of motor launches, including one manned by South Africans.



Des Radwell. . . his submarine fought it out on the surface.



Charles Miles. . . lived in a packing case.

Many of the small craft had to travel all the way from UK — manned by men such as Noel Shakespeare, a Telegraphist who in that January left in tank landing craft LCT1157 bound for Cochin, southern India.

The craft was one of a group of 11 being transferred to the Far East, and it took them almost three months to reach their destination, stopping to refuel at almost every port on the way — and being towed across the Arabian Sea by an American ship.

"The 11 craft had made a journey of close on 7,000 miles," he said. "Their fate is unknown to me as I, along with several other ratings, were sent on to other duties — myself to Colombo for service on W/T stations and later in HMS Cleopatra."

The flotillas of small vessels secured the troops' seaward flank, landed commandos and made diversionary attacks, all in the course of which many of their members received gallantry awards.

The third and final Arakan campaign, which opened at the end of 1944, was supported by Force 64 — nothing short of a fleet of mainly coastal vessels: 22 flotillas of landing craft of almost every type, five ML flotillas, a flotilla of harbour defence MLs, a flotilla of British Yard Minesweepers (BYMs), a flotilla of motor minesweepers, three frigates, seven sloops and the cruiser HMS Phoebe.

Mountbatten

Early in that campaign, AB Dick Blake on board HM motor launch 829, had an experience that he was to remember and treasure.

His vessel, of the 49th ML Flotilla, had been kept busy taking commandos on nighttime recce raids into enemy-held territory, when one night they had orders to embark two unnamed passengers from the jetty at Cox's Bazaar at 0700 the next morning.

One of Blake's duties was as a bow linesman, and as the launch neared the jetty he could make out in the half light, two figures standing alone. He shouted: "Catch the line, Jack!" as he threw the weighted end towards them. They took the line and secured it professionally.

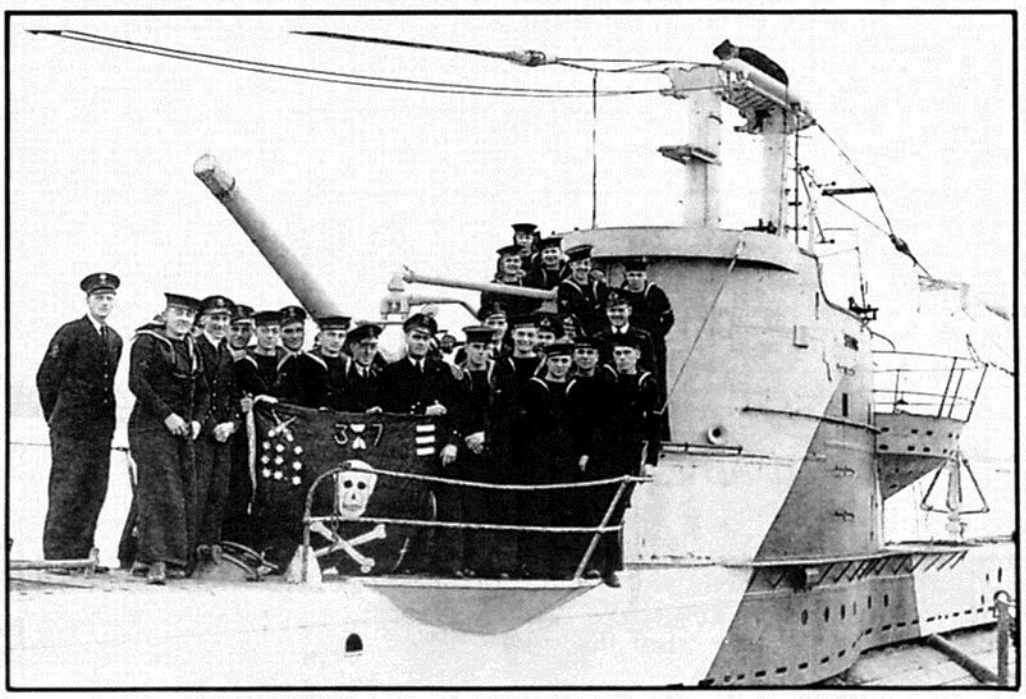
However, when they stepped on board he stiffened with amazement — and embarrassment: the passengers were Mountbatten and Lt Gen Bill Slim, C-in-C of the 14th Army.

The two great commanders were bound for the small port of Rathedaung further south on the Arakan coast. Although at

● *Turn to page VIII*



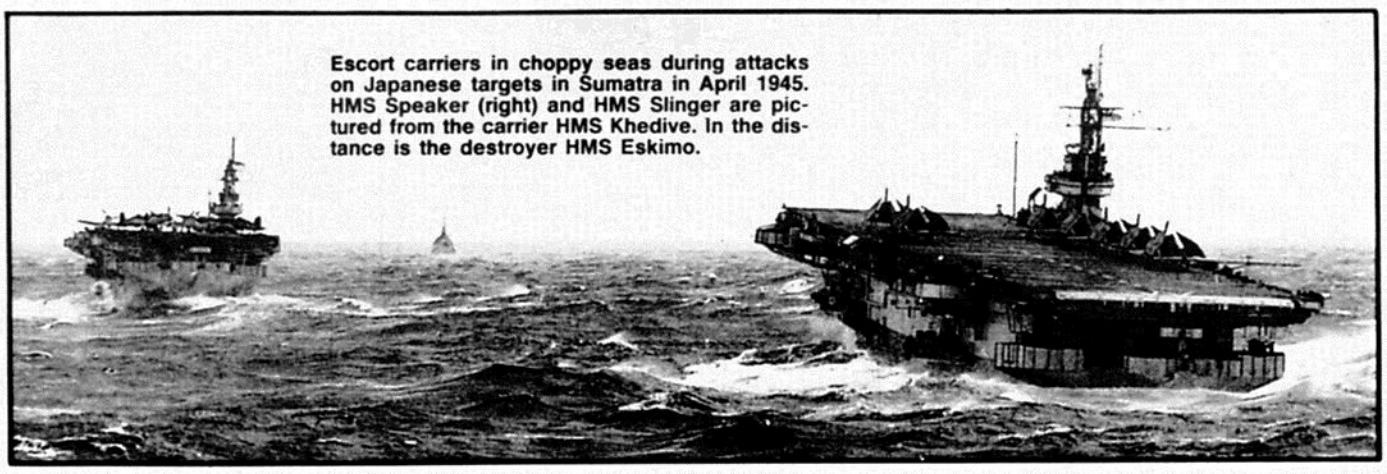
Royal Marines commandos storm ashore at Cheduba Island in the only purely naval amphibious assault of the war.



Allied submarines were devastatingly effective in the Far East and Pacific. Here, HMS Stoic's crew show off their skull-and-crossbones flag, each symbol cataloguing a success.



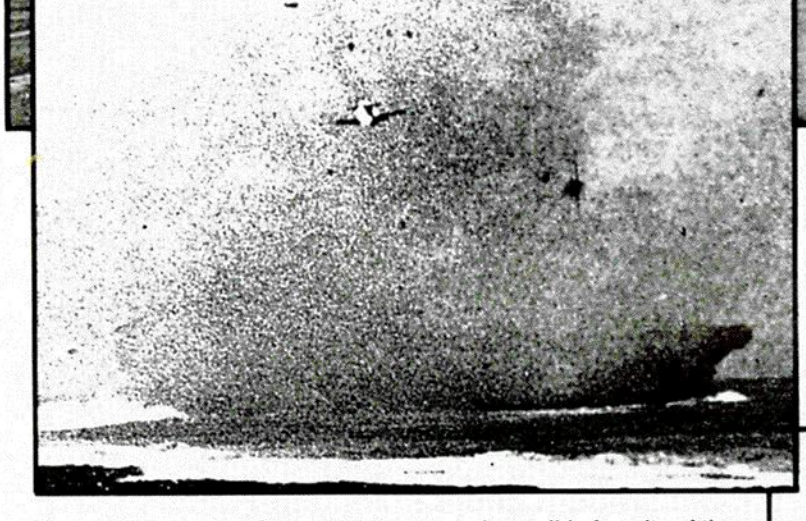
The Royal Navy in the Far East were fighting a second enemy — disease, potentially more deadly than the Japanese. Here, ratings from the RN School of Malaria and Hygiene Control, Colombo, take specimens of mosquito larvae from a swamp.

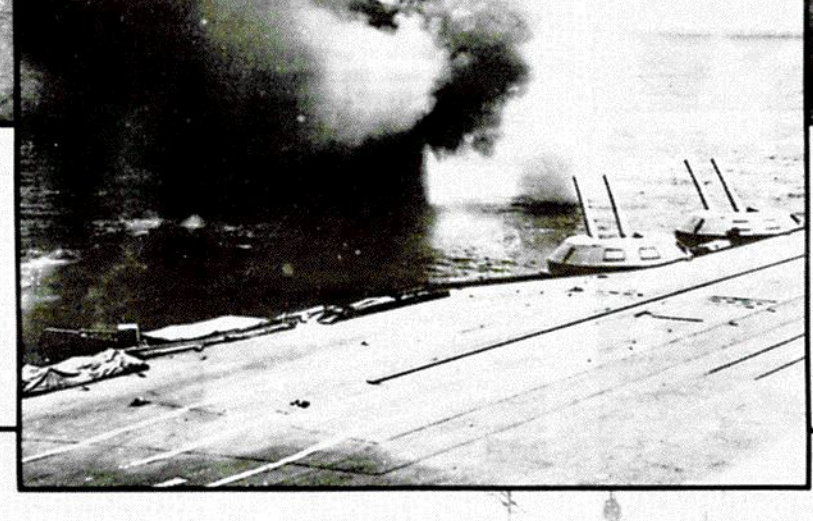


Escort carriers in choppy seas during attacks on Japanese targets in Sumatra in April 1945. HMS Speaker (right) and HMS Slinger are pictured from the carrier HMS Khedive. In the distance is the destroyer HMS Eskimo.

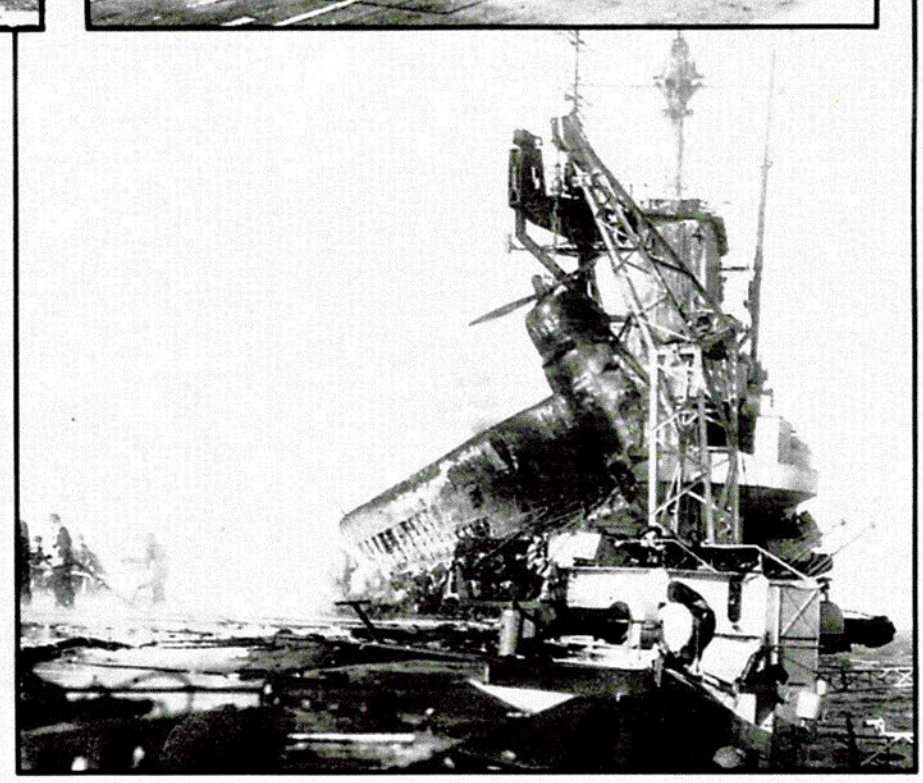
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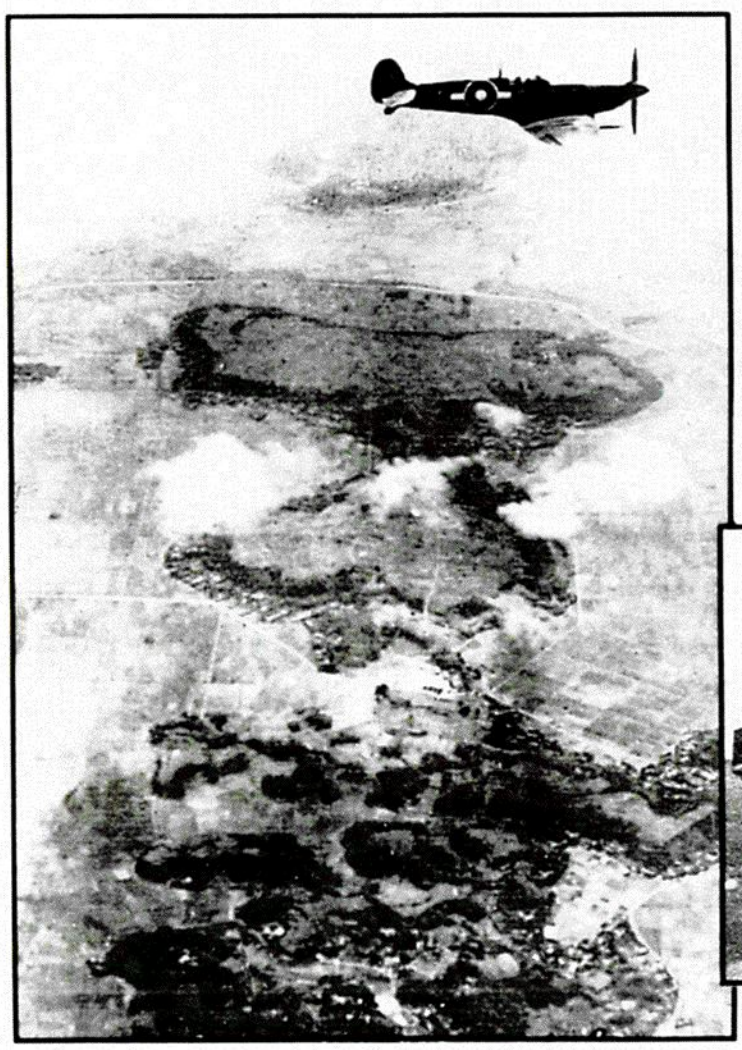






These pictures of HMS Formidable convey the terrible ferocity of the kamikaze attacks on British carriers off the Sakishima Gunto between May 4-9, 1945. TOP: burning aircraft on the flight deck after a suicide attack. ABOVE LEFT: A kamikaze pilot, his aircraft on fire from AA hits, presses home his attack on the ship, enveloped in smoke from an earlier hit (picture supplied by Mr J.M. Montgomery). ABOVE RIGHT: a near miss as a suicide plane crashes into the sea just short of the carrier. RIGHT: the remains of a kamikaze aircraft is hoisted overboard after hitting the base of Formidable's island on May 4 (picture supplied by Mr Noel Rolfe).







LEFT: One of the first Seafires over Japan in July, 1945. ABOVE: Avengers during a raid on the airfields of the Sakishima Gunto (picture supplied by Mr D.F. Salisbury).

BY THE middle of July 1945 the British Pacific Fleet's four aircraft carriers forming its main striking capability — Formidable, Victorious, Implacable and Indefatigable — were off Tokyo Bay with their 255 aircraft.

Britain's Avengers, Hellcats, Corsairs, Fireflies and Seafires were ready to join Admiral Halsey's US 3rd Fleet in a sustained and intensive assault on what was left of the enemy's naval, shipping and air resources. It was intended as a preliminary to a massive amphibious invasion under the victor of the Philippines, General Douglas MacArthur.

Often operating in difficult weather and sea conditions, the Royal Navy fliers under Admiral Vian's command pressed home their attacks with great courage against targets defended by heavy flak, and knowing that the probability of survival was low if they were forced to bale out over the turbulent sea or over a land where the enemy could be expected to show little mercy.

'Very dicey'

On July 30, Lt Cdr Mike Crosley was flying his Seafire fighter on his sixth raid over Japan in less than a fortnight. Already a holder of the DSC, and a veteran of D-Day, he was in command of 880 Naval Air Squadron embarked in HMS Implacable.

Since the British began air operations over Japan on July 17 he had lost two of his squadron and another colleague from 801 NAS, killed in attacks on coastal targets around Japan's Inland Sea. Now Mike Crosley was leading a three-flight force of Seafires despatched to attack an airfield near the town of Nagoya.

As they climbed to 10,000ft in preparation for the attacking run, they were in Mike Crosley's words, "bumped out of their seats" by flak. They turned away and came in faster from another direction.

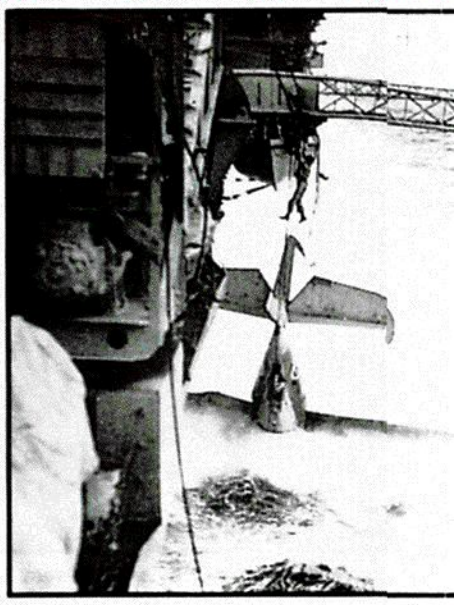
"The dive through the clouds was very dicey indeed — watching the altimeter unwind — and as I came out of it I was relieved to see the target.

"Heading towards the hangars, I sho at a black-painted twin-engined job . . I flew on between the hangars whicl seemed to go by above me. I could se people staring up as I passed — and also began to notice a bit of flak.

"Above the clouds and the airfield turned once more to see what was hap pening to the others, and I could hea some voices on the r/t warning someon about flak. I could see a mass of 40mn bursting over the clouds over the air field, and Seafires turning and twistin to get away from it.

"Out to sea and safety once more, heard Dougy Yate's voice shout, 'I'v been hit!" . . . Then after a pause, 'I'n in trouble.' Pain was in his voice. The again, 'I'm in trouble.' I told him h must fly over the sea and bale out. W would look after him.

. . . an



An Avenger crewman is hauled to safety a the side of HMS Indefatigable.

VICTORY

■ **'IT WOULD be a mistake to suppose that the fate of Japan was settled by the atomic bomb. Her defeat was certain before the first bomb fell, and was brought about by overwhelming maritime power'** — *Sir Winston Churchill.*



Lt Cdr Mike Crosley ... 'We knew we had done more than our duty'.

"I thought I could see his aircraft, but it probably was not him. I told the others to watch for the splash if he ditched and went over to the Dumbo radio channel. (Dumbo was the code word for US air sea rescue aircraft which patrolled off the coast during raids).

"I searched on my knee-pad for the code word for the rescue position ... 'One downed Circus Chicken, 15, Mother's Monthly, 260, over.' The reply came immediately. They were on their way.

"I changed back to the squadron strike frequency to hear how things were getting on. Had Dougy baled out yet? Pete Arkell came up and said that Dougy had turned over on his back and had gone straight in. 'I was right behind him when it happened,' he said."

Accidents

Lt Dougy Yate's Seafire was one of 39 combat losses suffered by the Fleet Air Arm in the last four weeks of the war — a loss rate 48 per cent higher than that suffered by the US Navy. Thirty-two RN aircrew were killed.

But combat was not the only cause of aircraft being written off. In difficult operating conditions, almost as many FAA planes were lost due to deck-landing accidents.

Earlier in the campaign, when the BPF was attacking airfields in the Sakishima Gunto, S/Lt Noel Rolfe RNVR watched some spectacular accidents on board HMS Formidable. He saw one Avenger roar down the flight deck until, at the moment of launch, its engine faltered.

"She disappeared from our view. We waited, but she didn't rise and we feared she'd been sucked beneath the ship. Suddenly the aircraft surfaced about 200yds astern. The aircrew abandoned her and were rescued safely by our escorting destroyer."

Not every accident ended so luckily. "A Corsair fighter approached from astern, the deck landing officer guiding her in. But the aircraft drifted to port, hit the deck and bounced, her arrester hook catching the wire. The Corsair slid across the deck crab-like to spill over the port side of the ship, hanging by the wire.

"The deck handling crew dived into the safety net as the cable parted and the aircraft plunged into the sea. The incident was all over in seconds. The pilot had no chance of survival."

Often, the demands of war left no time for standard safety procedures. On board HMS Indomitable Leading Aircraft Fitter Paul Chase maintained Avenger aircraft making strikes on the Palembang oil installations. After the first raid the aircraft flown by the commanding officer of 857 NAS, Lt Cdr W. Doc Stuart, returned with an engine damaged by hits.

This meant an engine change before the second raid the next day, and Paul Chase was one of the team who carried out the work in hangar temperatures of 100 degrees F.

"After several ground runs there was no time for an air test before the next raid. So, with an engine that had not been tested the CO and his crew took off from a heaving deck with four 500lb bombs, flew over a 1,500ft mountain range, over 150 miles of inhospitable jungle to Palembang, through determined Japanese fighter pilots — a proportion of whom were instructors — through heavy flak, and down through barrage balloons to bomb the refinery."



Lt Cdr Doc Stuart and his crew — Lt I. J. Davies and CPO Bill Pirie. Lt Cdr Stuart held the DSC and two Bars.

Kamikaze attacks off the Sakishima Gunto also took their toll of the BPF's aircraft, 32 being lost on deck as a direct result of suicide bombing.

Formidable lost many aircraft which were on deck during the kamikaze attacks on May 4 and 9. Then, on May 22, there was an even more serious incident.

While the carrier was rendezvousing with the supply fleet, an armourer accidentally fired a live round from a Corsair in the hangar. It hit another aircraft and set it alight. The fire spread quickly.

Noel Rolfe recalls that during the second suicide attack the foreward fire curtain had been damaged and could not be lowered to prevent the flames sweeping across the hangar.

"The sprinkler system was operated throughout the hangar deck. The ship's engines were stopped. Motionless, we were a sitting target for any lurking enemy sub.

"Up on the flight deck we realised that the ship was starting to list to port ... the seawater from the sprinklers and debris from burning aircraft had collected on the port side of the hangar deck, and the collective weight was causing the list .. As the list increased we began to wonder when we might reach the point of no return."

Achievements

Fire and list were eventually brought under control, but all the ship's aircraft had been put out of action. Those undamaged by fire were made unserviceable by the seawater from the sprinklers. Formidable was withdrawn to Sydney for repairs and replacement aircraft.

Though the FAA had suffered sorely, and in the last days of the war the bulk of the British fleet had to be withdrawn through lack of fuel, the aircrews could be proud of their contribution to the successes of Halsey's 3rd Fleet.

With less than a quarter of the number of aircraft available to the Americans, the FAA had destroyed or damaged 356,760 tons of shipping — more than 25 per cent of the total for the joint operations off Japan. Sortie-for-sortie their tally of 347 destroyed or damaged enemy aircraft matched that of their allies.

On board Implacable, Lt Cdr W.R. MacWhirter, commanding officer of 1771 NAS equipped with Fireflies, had mixed feelings at the end. "We had been keyed up for striking Japan; it had made the adrenalin run.

"Conditions were not good, with high temperatures, poor food, no green vegetables and dehydrated spuds ... But we'd helped to win. We had lost three aircrew out of about 26, which was very sad ...

"The aircrew were 99 per cent RNVR or RNZVR, and great tribute is due to them — they were a wonderful team along with the maintenance crews."

Visitation

During the ship's last days off Japan she was treated to a visit by Rear Admiral Sir Philip Vian. For Mike Crosley, the event was one not to be savoured. Vian, renowned as a formidable and uncompromising character was, in Mike Crosley's mind, no friend of the aircrew.

Before his visit the Admiral had signalled his aircraft carriers and fliers:

"Board of Admiralty have signalled that high percentage of strikes and good results achieved reflect great credit on all concerned.

"I doubt Their Lordships can have known how high in some cases has been our percentage of abortive sorties which must and will reduce.

"Let us be judged both as to sortie output and damage inflicted on the enemy by the two strike days immediately before us."

After that exhortation — which to Mike Crosley implied that the aircrew were cowards — casualties doubled on the next strikes, and included Lt Hammy Grey, the last VC of the war.

Mike Crosley, who was awarded a Bar to his DSC while in Implacable, and who ended his naval career in the rank of Commander, relates the following story about Admiral Vian's visit:

One of the pilots, S/Lt John Joly, was in the cockpit of a Seafire as it warmed up ready for launch. The CPO aircraft artificer didn't like the sound of Joly's engine, so the pilot dismounted to get into a spare aircraft.

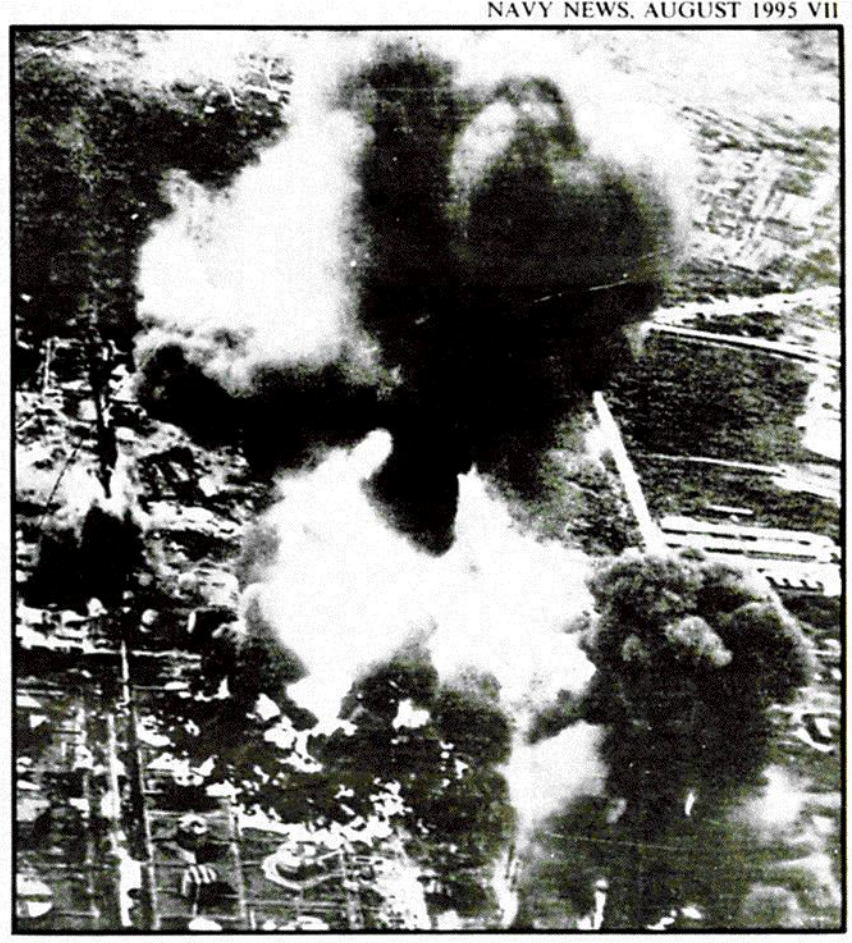
As he was doing so a tannoy message ordered him to report to the bridge. There, Admiral Vian advanced on him and asked: "Are you afraid of flying, young man?"

"No sir."

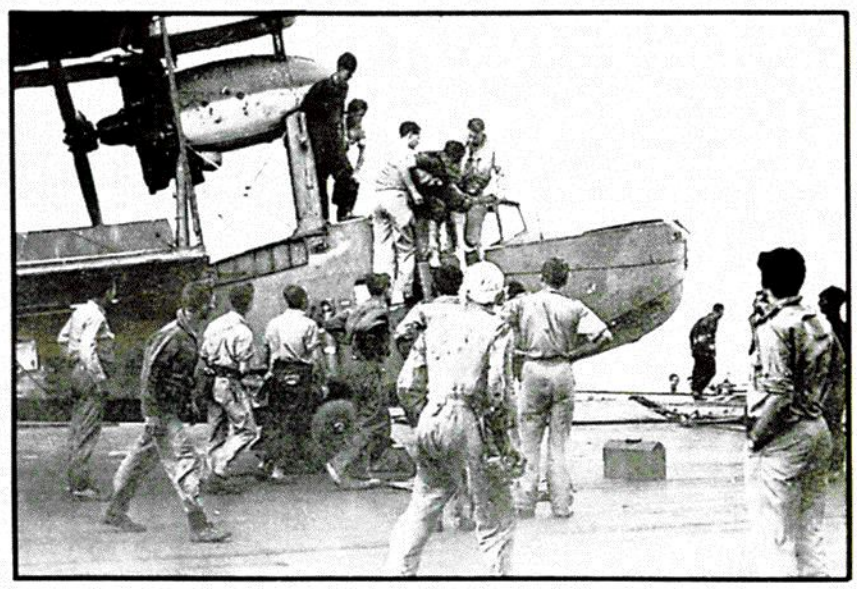
"Well, get back into your aeroplane."

Crosley comments: "Had I heard of this, and that Joly had been accused of cowardice in this way, I should have been able to tell the Admiral that there was no one in the entire ship who could have got closer to the enemy than John Joly. Mechanics were still picking bits of Japanese destroyer out of the fuselage of his Seafire from his action two days before at Onagawan.

"None of us bothered too much at the time, for that night we heard that peace was indeed imminent, and we had a party in the wardroom. We knew we had done more than our duty ..."

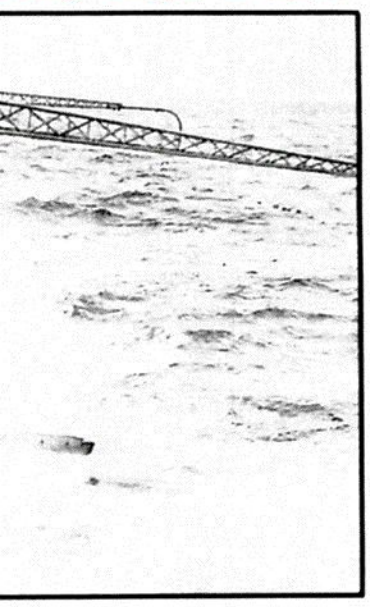


A pall of smoke hundreds of feet high rises from Japanese oil installations after the British Pacific Fleet's attack on Palembang.

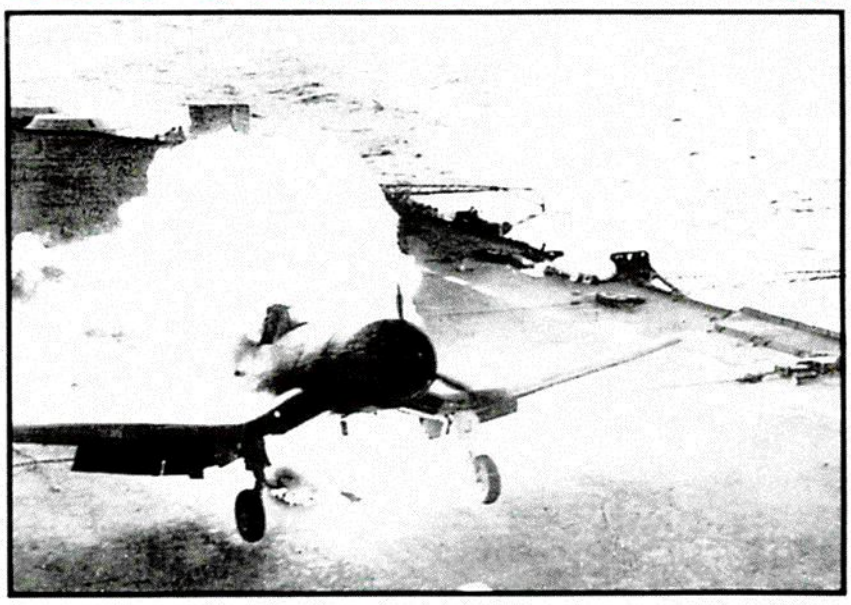


A wounded Avenger pilot is helped from a Walrus rescue aircraft. It had plucked him from the sea under the guns of Japanese coastal batteries after his aircraft crashed close inshore.

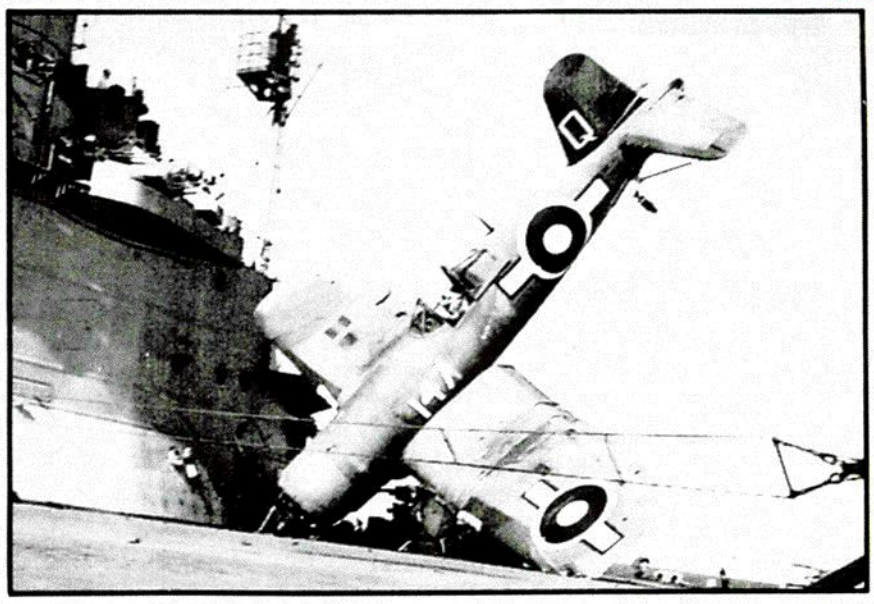
d after the raids — the problem of landing



s his crashed aircraft dangles over



The auxiliary fuel tank of a Corsair fighter ignites as it lands. Remarkably the pilot, Lt Cdr Freddie Charlton, escaped injury.



The pilot of this Corsair also walked away unhurt after crash-landing on board HMS Illustrious.

RECOVERY AND RETRIBUTION

Death of the Haguro

● *From page V*

that time of the morning it was still in Japanese hands, they were confident that when they stepped ashore it would be occupied by Slim's troops. They were right.

Dick Blake remembers particularly how Mountbatten



Dick Blake... vivid memories of Mountbatten.

made time for everyone on board, ignoring the fact that the men's uniforms were virtually non-existent.

"He asked if there were any problems which we may have. He was taking his own notes, and when I spoke of my worries about my family enduring air raids by 'pilotless aircraft', he explained what they were and assured me that he would make enquiries on my behalf as soon as possible. And this he did within a couple of days."

Rangoon

In May the Burma campaign virtually ended with the unopposed seaborne landings in Rangoon, the only Navy casualty being a tank landing craft which hit a mine.

After Nagumo's raid, reversals in the Pacific kept the Japanese out of the Indian Ocean in any strength. Apart from Somerville's air strike on Sabang and the British Pacific Fleet's debut at Palembang, most actions by the major ships of the East Indies Fleet involved the destruction of what few vessels the Japanese could muster in attempts to replenish withering outposts — such as those on the Andaman and Nicobar Islands.

It seemed that the fleet would have no chance to show its prowess in a surface action with major elements of the Japanese navy. However, just as the mainbrace was being spliced in celebration of VE Day, that chance came.

On May 9 the bulk of the fleet had returned to Trincomalee after covering the landings at Rangoon, when news was received that a Japanese cruiser — later identified as the Haguro — had left Singapore, apparently to relieve the garrison in the Andamans.

At the time Cdr Tom Briggs (later a Rear Admiral), was staff operations officer to Vice Admiral H.T.C. Walker, commander of the 3rd Battle Squadron, flying his flag in HMS Queen Elizabeth.

Admiral Briggs remembers how the squadron was hurriedly restored and refuelled to sail the next morning in an attempt to cut off and destroy the Haguro before she could return to Singapore.

Destroyers

Admiral Walker's force was more than a match for one Japanese cruiser. Besides the Queen Elizabeth he had under command the French battleship Richelieu, the cruiser HMS Cumberland, four escort carriers and the 26th Destroyer Flotilla comprising HM ships Saumarez, Venus, Verulam, Virago and Vigilant. But could he reach the cruiser in time, and in daylight remain out of the reach of Japanese land-based aircraft?

Amid submarine reports of the presence of the Haguro at the northern end of the Malacca Strait, the fleet sailed on. By the fifth day of the operation Cdr Briggs had been on the admiral's bridge for four days



Edward Bush... Chief Yeoman in HMS Venus when she delivered the coup de grace to the Haguro.

without sleep. "For me it was a full-time occupation day and night dealing with the operational requirements. Important decisions had to made every hour... At last we in the East Indies Fleet had the chance of combating a large Jap surface ship. All eyes were upon us, and one could feel the great expectations of everyone in the Fleet."



Our Gracie... Gracie Fields entertains the ship's company of HMS Verulam during a visit to the East Indies Fleet. Not long before, the destroyer had been involved in the classic night action which sank one of Japan's few remaining major warships — the cruiser Haguro.

At 0200 on May 15, Cdr Briggs' first sleep in days was interrupted. An intelligence signal had indicated that an escort vessel had sailed from Sabang in Sumatra. Was that connected with the cruiser?

Admiral Walker took his advice to act, and Cdr Briggs was instructed to draft a signal to the 26th Destroyer Flotilla. In it, he ordered them to proceed at 27 knots and conduct a search of the mouth of the strait.

Pact

By inserting into the signal a position up to which the destroyers should search, he fulfilled a pact he had made at Trincomalee with the flotilla commander, Capt M.L. Power in HMS Saumarez. It was that if he received a signal ordering him up to a position, he was to assume that top secret intelligence had been received as to the cruiser's movements. In the light of subsequent developments, that was to prove crucial.

Capt Power was further ordered to rejoin the fleet if the operation was cancelled by the C-in-C in Colombo, Admiral Power. At 0400 Queen Elizabeth steamed back to refuel from an oiler, temporarily passing command to Rear Admiral Patterson in Cumberland.

By dawn that morning, Capt Power's destroyers were conducting their sweep across the Malacca Strait, four miles apart from each other and beyond the immediate help of the fleet's "heavies".

In the flagship, Cdr Briggs was coming to the painful conclusion that Haguro would escape: that morning the escort carriers signalled that they had initiated an air search which he felt would alert the enemy before the trap could be sprung.

Then at 1100 came another setback — a signal from Admiral Power's HQ cancelling the whole operation. Within minutes of that, Admiral Patterson signalled the destroyers to locate and sink a number of small enemy vessels before returning.

Capt Power was now in receipt of two somewhat contradictory orders. Then there was the earlier order that had been drafted by Cdr Briggs which indicated that Haguro was probably still in the area.

Capt Power chose to continue the search, a decision which was vindicated an hour later when Avenger bombers from the fleet located Haguro and her escorting destroyer Kamikaze 100 miles north of the Sumatran coast. Although heading back to Singapore, the Japanese were far enough from home for them still to be within Power's reach.

Without the support of heavy units, the flotilla commander would have to time his attack carefully — at night, when the advantage of Haguro's 8in guns would be greatly reduced.

Throughout the rest of the day and the following evening, the destroyers closed with the enemy cruiser. The initial radar contact came at 2245 — and at first was not believed. A young radar operator in HMS Venus, OS Poole, reported an echo at a distance of 34 miles, a range thought to be beyond the capability of shipborne sets at the time.

Venus's commanding officer, Cdr Graham de Chair, recalled in his memoirs that when the echo was dismissed as a rain cloud, Poole insisted that it was a ship "to the point of insubordination".

When Saumarez also picked up the echo, Poole was proved right. On Venus's bridge, CY Edward Bush heard the order "Full steam ahead!"

"The arena was made more spectacular by an electrical storm and regular flashes of lightning," he said. "I balanced my binoculars on the transom on the front of the bridge. Anxiously I waited for the next flash and sure enough — there was the enemy."

Every pair of night glasses on the bridge were trained forward, and in another flash of lightning the Haguro, now aware of the close danger, was turning away to flee to the north. However, she soon altered course again, to port, putting Venus in what her CO described as "a perfect position to fire torpedoes at close range."

'All guns firing'

He was to be disappointed. Despite having given an order to launch the torpedoes for straight running on the beam, they had been angled ahead — and missed.

Cdr de Chair had to break off, but more torpedoes were fired from Verulam and Saumarez, and three of those found their mark. Saumarez engaged the cruiser with shellfire — but in the melee also took hits, one of which penetrated her boiler room to disable her temporarily.

Venus returned to the attack. "We fired star-shell and steered towards the action with all guns firing," recalls Edward Bush. "The cruiser appeared to be on fire aft... From my position on the bridge it was possible to see the actual fall of shot — and it was really good. The Japanese 8in shells could be heard whistling overhead, but causing no damage".

There were four more torpedo hits — from Venus, Virago and Vigilant — which left Haguro motionless in the water, with just one of her AA guns weaving weird patterns in the sky.

The kill

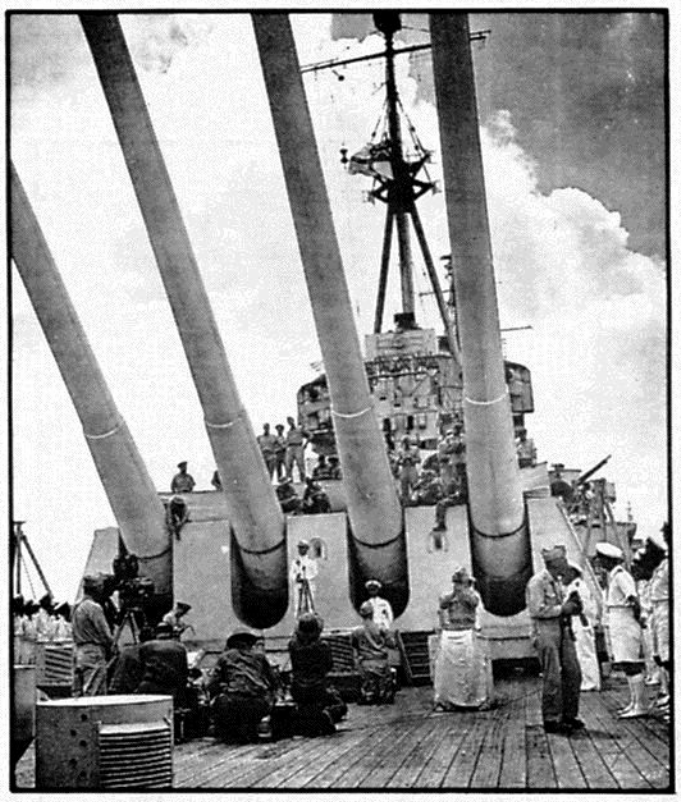
Venus was ordered to deliver the coup de grace. "With two torpedoes remaining we closed in for the kill. After what appeared to be an interminable wait the two explosions were enough to make the cruiser fold and sink. The CO wanted to pick up survivors, but an aircraft report by Vigilant put paid to that."

From the sighting of Haguro shortly after midnight on May 16 to her final despatch, barely two hours had elapsed.

Cdr Briggs, who with his admiral had firmly believed that their quarry had evaded them, was greatly relieved by the faint signals received from the 26th Flotilla indicating that the cruiser had been sunk after all.

"There was tremendous jubilation," he said, "especially as our casualties and damage were so small, and great pride that the East Indies Fleet had succeeded in the one major surface operation that presented itself, and in such a brilliant, epic night action..."

Although such large prey would not appear at sea again for the fleet's surface warships, almost a month later HMS Nubian sank submarine chaser SC-56 20 miles north-east of Sabang, while her Tribal-class sister, HMS Eskimo, despatched the supply vessel Kiroshio Maru with torpedoes. In terms of World War II surface actions, it was the Royal Navy's curtain call.



With the after 14in guns of HMS King George V towering above him, Lord Mountbatten is filmed delivering a speech to the ship's company at Trincomalee in January 1945. (Picture supplied by Mr P. Able).



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Loneliness of long-distance runners

■'WITH THE FLEET operating off the coast of Japan itself, the length of the supply line between Manus and the fuelling area was at times as much as 2,500 miles, which is roughly the same as the distance between Montreal and the Clyde, or between Portsmouth and Tobruk' — *Admiral Sir Bruce Fraser, C-in-C British Pacific Fleet.*

BEFORE the British Pacific Fleet had been formed, the US Navy stipulated that it would have to be self-sufficient. This meant that replenishment would have to be conducted at sea by a gigantic caravan of support vessels operating over greater distances than had ever before been encountered by the Royal Navy's supply system.

The size and efficiency of the fighting force was governed by the size and efficiency of the armada of vessels which would keep it fuelled, equipped, fed and watered.

Many members of the Fleet Train endured privations which today are hard to imagine in any British ship. And on top of it they got none of the glory.

Illness

Late in the campaign, when the submarine depot ship HMS Maidstone left Australia, AB Donald (Mac) Grant and his shipmates had ahead of them a nightmare voyage of five months. Without setting foot on land they sailed to Subic Bay via New Guinea, Leyte Gulf, Manus, Mindanao, the Celebes and Christmas Island.

"We suffered every conceivable complaint known to matelots — dysentery, malaria, prickly heat, tropical ringworm, body lice, dhobi itch, severe sunburn and — in some cases — madness. I lost almost 1½ stones.

"Our only leisure was tombola, films we'd seen over and over, and hands to bathe over the side — with armed guards watching for sharks."

During one of those swims he and a shipmate were fired upon by an American sentry posted on a landing craft. "Bullets hit the water all round us, but we survived to do three days' No.11s for going too close to them!"

There were small consolations: "Because of our hardships, on June 14, 1945, we became the first RN ship to be allowed beer on board for the lower deck — two small bottles each per week."



Mac Grant... nightmare voyage.

If Mac Grant's was a marathon voyage, that of John (Lofty) Banks was an epic. He was one of the crew of Admiralty Floating Dock (AFD) 20 which left Greenock on New Year's Eve 1944 and arrived at Manus six months later after being towed 14,000 miles — possibly the longest tow in maritime history.

Near-loss

The little flotilla that accompanied her included the ocean-going tugs HM ships Destiny and Eminent, two HM trawlers and four gunboats.

On the first leg to Gibraltar the 2,750-ton AFD was almost lost when in heavy weather in the Bay of Biscay both her tows parted. Two days later, with the bottom of the dock about 2ft above sea level, Eminent managed to reconnect the tow.

From Gibraltar the dock made her slow progress to Malta, from there to Port Said, then Aden, Cochin in India — and a five-week stretch from Cochin to Darwin, Queensland.

On reaching Manus in the Admiralty Islands, the dock was soon in operation "garaging" warships. Her odyssey was not over, however. After the Japanese surrender, AFD 20 was sent to Singapore — and there she stayed.

In recent years John Banks checked up on the fate of his old "ship", and found that she is still in frequent use at Sembawang dockyard.

Entertainment for the BPF was in short supply, but as Admiral Fraser realised, it was vital to provide as many off-duty comforts as possible if morale was to be kept up.

Lt Eric Morley RNVR was on the staff of Vice Admiral Charles Daniel, head of Fleet administration and based at Melbourne. But the young lieutenant was also given the task of producer and announcer of the British Pacific broadcasts via Radio Australia.

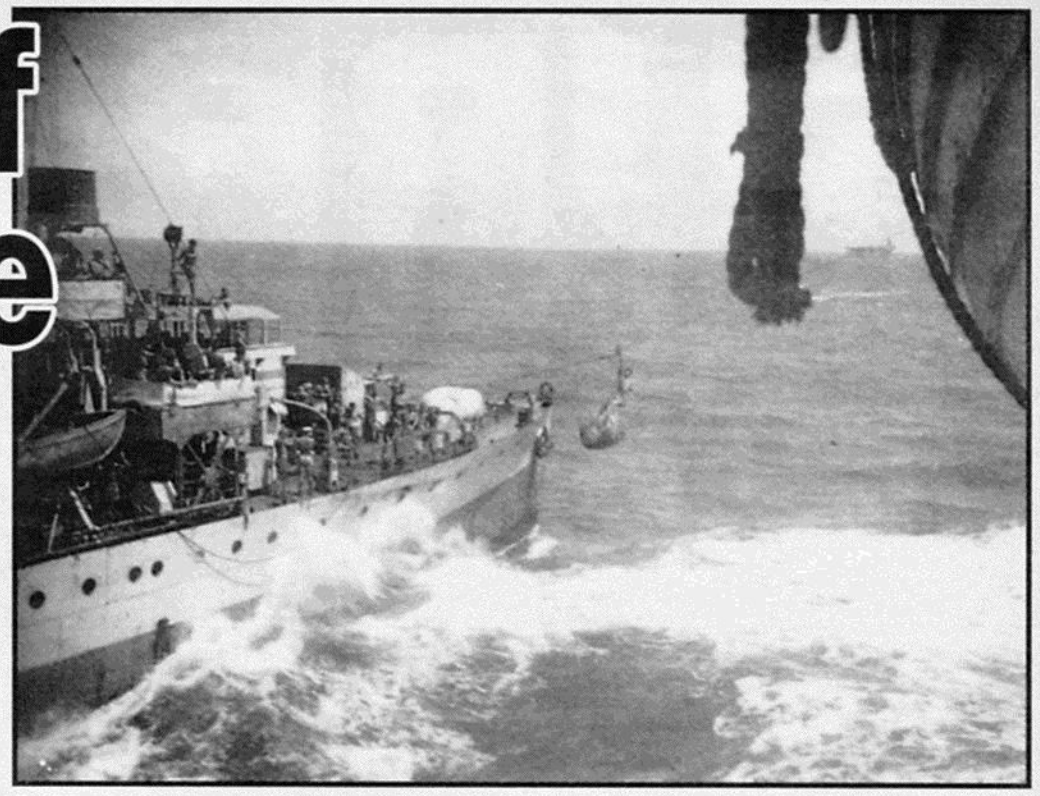
Mail

"Those broadcasts were heard in Singapore and Hong Kong and all the islands in between, and went out for two hours in the middle of the day and 15 minutes in the evening," he said. "The mail response was terrific from the BPF and the Allied forces in the reception area."

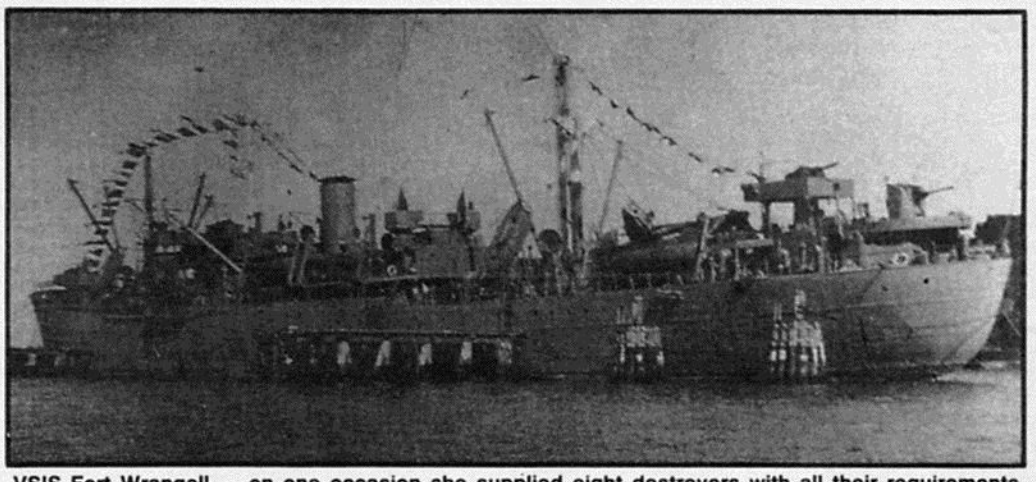
High priority was also put on mail deliveries. In Sydney the fleet Mail Office was staffed mainly by Wrens, while sorted letters and parcels were despatched as quickly as possible by RAF Transport Command and Fleet Train ships.

Particularly welcome sights for sailors thousands of miles from the nearest base were the Victualling Stores Issue Ships (VSISs). Among the most efficient was Fort Wrangell which once supplied eight destroyers with all their requirements be-

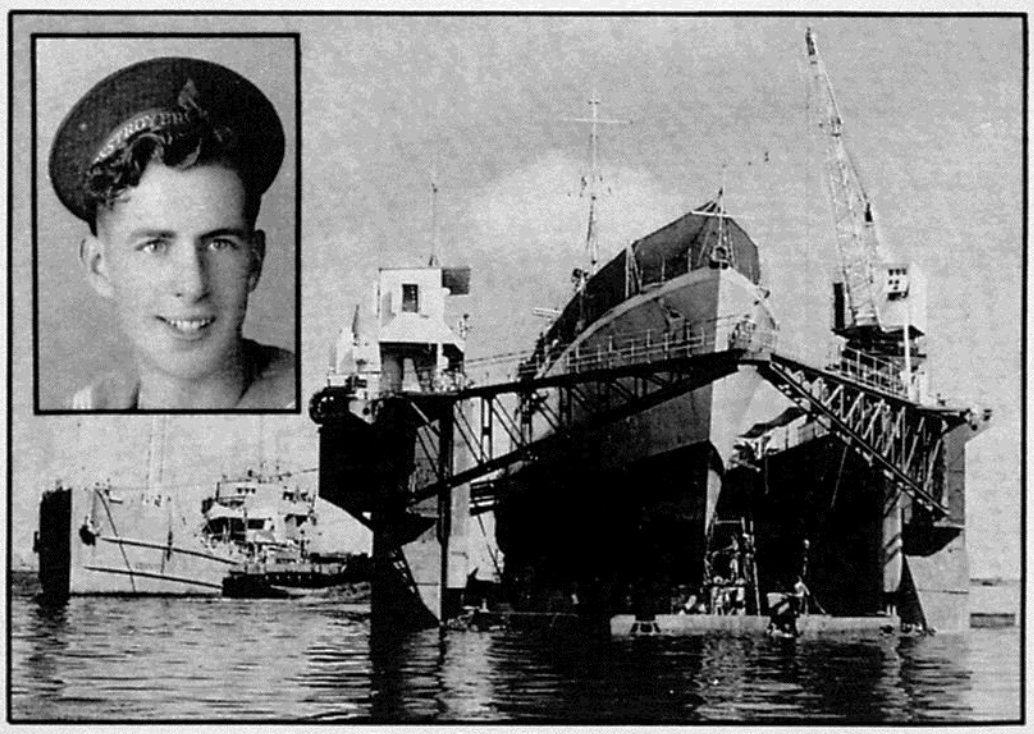
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During operations, all fuel and supplies for the British Pacific Fleet had to be transferred at sea. Here, the minesweeper HMAS Ballarat is provisioned.



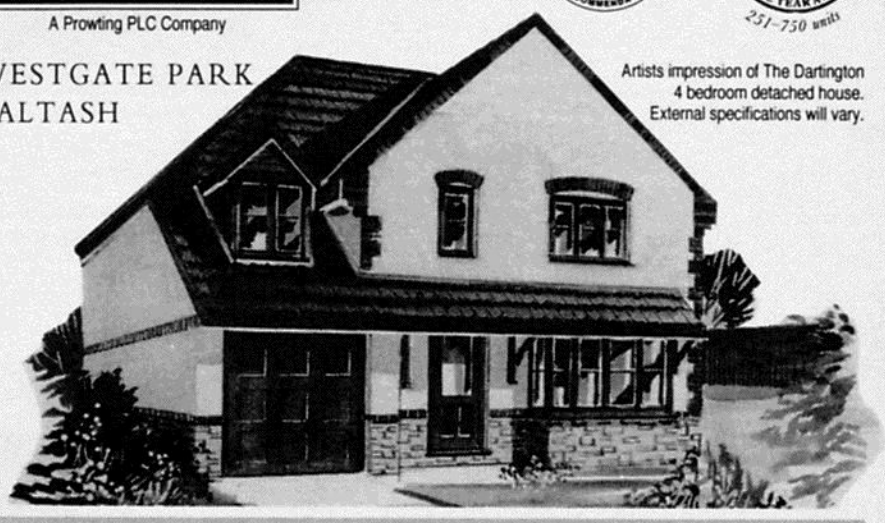
VSIS Fort Wrangell... on one occasion she supplied eight destroyers with all their requirements before breakfast. (Pictures supplied by Mr R.C. Hill).



A ship being repaired in Admiralty Floating Dock 20 which made an epic voyage from Greenock to the Admiralty Islands. Among her crew was John Banks (inset).

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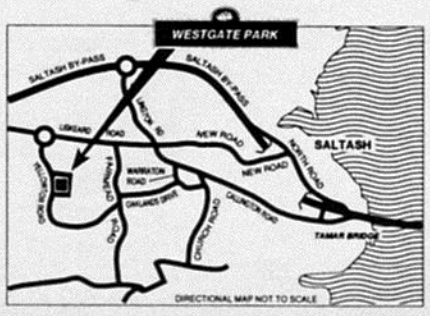


Artists impression of The Dartington 4 bedroom detached house. External specifications will vary.

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SURRENDER

■ **'MEN of the British Pacific Fleet, you have every reason to be proud of the part you have played in the defeat of Japan. You have reason, too, to recall those fine words from one of the prayers which we use in the Service which says that we may return in safety to enjoy the blessings of the land and the fruits of our labours'**— Admiral Sir Bruce Fraser, August 15, 1945.



Guarded by a single British sailor, some of the 6,000 Japanese troops who surrendered at Kowloon, Hong Kong, disconsolately cart their belongings to a prisoner-of-war camp.

'NOW the war is over we are busy scrubbing paintwork, painting and polishing brightwork," complained AB Phil Able in his diary entry for August 17, 1945 on board HMS King George V. "Routine is lousy. Working all day."

The Fleet, it seemed, was wasting no time in re-adjusting to peace.

The battleship KGV, wearing the flag of the seaborne commander of the British Pacific Fleet, Admiral Rawlings, had taken an active part in each major operation of the BPF, from bombardment of shore targets with her 14in guns to shooting down attacking kamikazes.

During the campaign she had steamed more than 78,000 miles, spent more than 150 days at sea and expended 652 rounds of 14in ammunition and 1,234 rounds of 5.25in. Even at the very end — on VJ Day, August 15 — she was at action stations for 2½ hours.

1,500 aircraft

Now that was all over, and Phil Able and his shipmates were kept busy making the flagship look her best for the dress finale of World War II — the formal signing of Japan's surrender on board the USS Missouri in Tokyo Bay.

"Rig of the day must be worn on upper deck unless on a dirty job," Phil Able noted in his diary. "They are taking photos of the whole Fleet from the air today."

And on August 22: "1,500 American carrier planes flew over for a demonstration. Most ships ever seen — 15 carriers, 11 battleships and over 24 cruisers."

On August 30 KGV moved into Tokyo Bay to join Admiral Fraser's flagship HMS Duke of York and to anchor just 500yds from the Missouri. Then on September 2, Able records in awe the huge armada of 500 carrier aircraft and 500 B29 Superfortress bombers which overflew the Fleet for the surrender ceremony.

On board Duke of York there was an evening ceremony which gunnery officer Lt Ron Neath remembers as being equally as impressive as the surrender itself. On the quarterdeck of the battleship the British Pacific Fleet was honoured by Admirals Nimitz and Halsey as they attended Sunset ceremony.

Historic day

"General Spaatz and almost all the famous Allied leaders who had come to Tokyo for that historic day were present to witness it." Massed bands of the Royal Marines were drawn up under the ship's 14in guns and, as Royal Marines buglers sounded Sunset, the ensigns of all the Allied nations were ceremoniously lowered.

Not all the victory celebrations went exactly to plan. On VJ Day, Don Mace was PO gunner's mate on board the destroyer HMS Whelp, escorting Admiral Fraser's flagship at sea.

From Duke of York came a signal that the fleet would fire star-shell at midnight in celebration. Don Mace arranged for B Gun crew to be closed up at 2345 and saw to it that preparations were made for firing. After that he was summoned by the first lieutenant.

"He informed me that he would take over and be responsible for the firings and that I would not therefore be required.

"Just prior to midnight I among others gathered outside the mess door directly under B Gun deck to watch the display, which was most impressive as



Don Mace ... a question of timing.

all ships fired — EXCEPT WHELP!

"I rushed up the ladder to B Gun to find out what was wrong. The captain of the gun, a leading seaman, reported to me that no order to commence had been received.

"I then scrambled at speed to the bridge and to the director control, where I found the first lieutenant frantically pressing the director layer's master trigger. But star-shell was not equipped with electric and percussion primer and so could not be fired by the director layer's trigger.

'Stop it'

"I told the first lieutenant to pass the order 'Star-shell commence' verbally, which he did — and B Gun fired.

"Unfortunately, by this time all other ships — about 16 in all — had completed their firings, and Whelp was alone. The commanding officer screamed 'Stop it! Stop it!' and so all fell silent."

The first lieutenant of HMS Whelp was Prince Philip.

About a week after the Japanese surrender, the ship's company of HMS Newfoundland — which had taken part in the BPF's bombardment of Japanese targets — were granted shore leave in Yokohama, which Allied bombing had turned into a wasteland of rubble.

CERA Godfrey (Taff) Rees recalls that as the first leave party departed they were handed food parcels comprising a "hoggie" (pasty) and two very hard rock cakes which he thought would come in useful as ammunition should the natives prove unfriendly.

"I and my messmates went ashore later and were amazed to see at every street corner Japanese eating hoggies — men, women and children... It appears that Jack, ever crafty, had flogged his food packet for yen which he then used to buy tinned food from the American PX store. He then exchanged the tinned food from the American PX store for yet more yen for spending in the canteen."

Meanwhile, as the Fleet stood down from war, a major rescue operation was under way. Hundreds of thousands of prisoners of war had to be found, provisioned and repatriated.

Ron Neath vividly remembers seeing, close to the waterfront, a landing craft full of figures waving frantically. "As it drew near an outburst of cheering was heard, getting louder and louder. These were among the first Allied POWs to be released — dirty, unshaven, haggard, yet exultant with a joy which we, who did not know the privations and suffering which they had undergone, could never imagine.

Bewildered

"Some waved in a bewildered sort of way as if they could not believe we were real, or that what they saw was true. Scrambling on board, helped by a hundred willing hands, these men shook hands and embraced us wildly. But there were others who could not move or speak. Several were on

All over — but for the scars



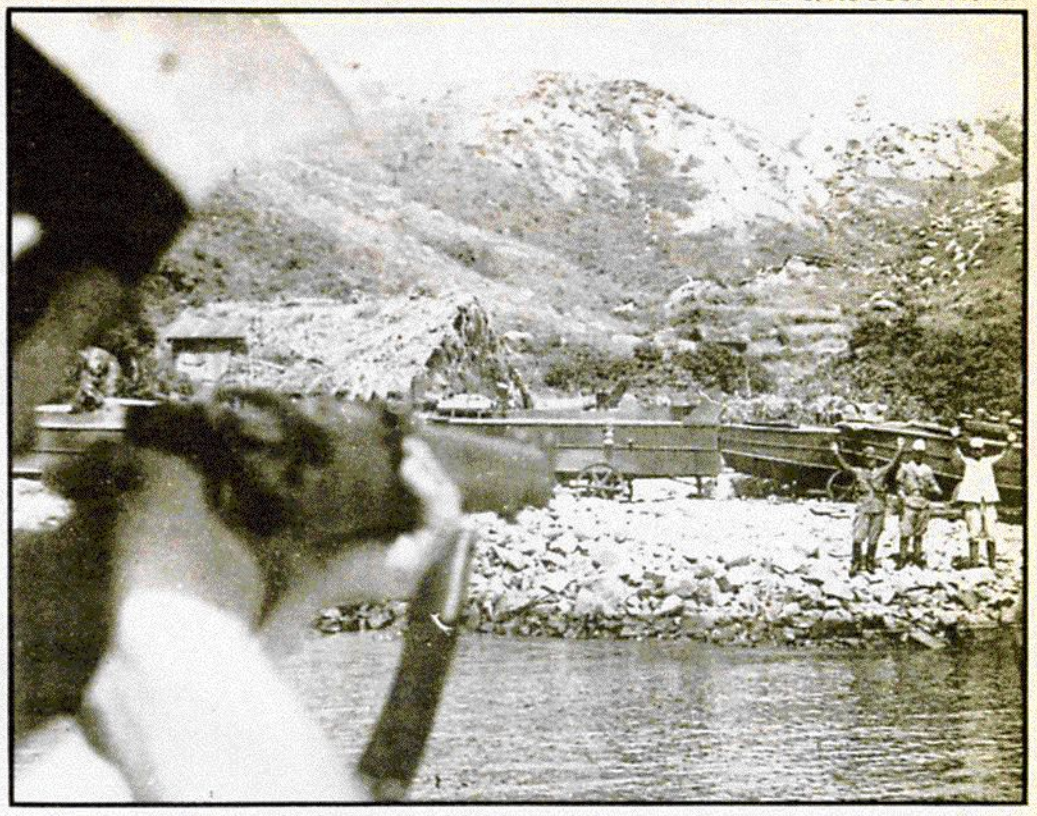
The wretched condition in which many Allied POWs were found shocked their rescuers. Here, a nursing sister on board the hospital ship Oxfordshire in Hong Kong tends a patient who had been in Japanese hands for four years.



Another scene on board the hospital ship. These former prisoners of war, toasting their freedom, are cheerful enough, though several of them have lost limbs and two are blind. Any mental scars remain hidden ...



Admiral Sir Bruce Fraser signs the Japanese surrender document on behalf of Britain. Behind him stand General MacArthur and two key seaborne admirals of the BPF — Sir Philip Vian who commanded the carriers, and the fleet's commander afloat, Sir Bernard Rawlings.



With their hands in the air, Japanese suicide-boat pilots are covered by wary sailors from the destroyers HMS Whirlwind and HMS Quadrant as they approach the explosive motor boats in Picnic bay, Hong Kong. Some of the craft can be seen on their trolleys ready for launching.

makeshift stretchers."

On board the destroyer HMS Wakeful OA Ken Perkins recalls that the POWs embarked in the ship at Sendai for transfer 200 miles south to Tokyo, were Seaforth Highlanders who still had their regimental trophy — a set of antlers which they had kept throughout their captivity.

In gratitude they presented them to the ship where they were mounted and displayed in the wardroom.

Many of the camps in Japan's hinterland could not be reached at once, so relief supplies and medicines were dropped by the carrier aircraft of Halsey's 3rd Fleet — including HMS Indefatigable.

Among the camps located and supplied by British Avenger aircraft was one at Yokkaichi. One of the prisoners there was a US Army major, Donald Thompson, who wrote a moving letter of thanks to Indefatigable's commanding officer and ship's company:

"It is beyond my ability as a writer to express the heartfelt thanks which my men and myself feel towards the men aboard your ship. The wonderful spirit which they showed in gathering up all of the many food, clothing and tobacco items from their own personal supplies and messes is what makes life really worthwhile. Especially after having spent 3½ years under the Japs.

"There were many, many tears shed that first day when

● *Turn to next page*

Long-distance runners

● *From page IX*

fore breakfast one morning.

When the Japanese surrendered she was the first into Tokyo Bay to replenish the BPF ships there, and to store the escort carriers Ruler and Speaker with bedding, tobacco, food and clothing so they could immediately embark freed prisoners of war.

During the BPF's last operation off Japan, the sloop HMS Pheasant was one of the Fleet Train's escort ships. One day Pheasant came alongside one of the best known and highly valued VSISs, Glenartney. Her efficiency was renowned throughout the BPF — and she had won the praise of the fleet's seagoing commander, Admiral Rawlings.

By the time she was relieved by Fort Wrangell on August 6 she had provisioned 77 ships and discharged 422 tons of stores at a rate of 7½ tons an hour.

Bartender 9

L/Tel Harry Knight in Pheasant was pleased to see Glenartney after weeks of eating dried potato, beans and "corned dog" (tinned corned beef).

"She was a pleasure to go alongside for stores transfer — even the lines seemed to be eager to get aboard her. Some of the crew, waiting to exchange repartee with those of us not directly concerned with the transfer, pelted us with fresh apples and onions."

Glenartney's callsign was Bartender 9, and over the r/t Harry Knight casually mentioned to her operator that he wished she really was.

"After a couple of minutes he called to say that 'radio spares' would be in two metal boxes to be sent over with the next transfer of stores at 0600 the next day.

"At 0600 the next morning off-watch sparkers assembled on the upper deck to receive



Harry Knight . . . received a surprise package of "spares".

the radio spares — which were hurriedly taken into the W/T office and the door closed. The boxes were opened and contained 12 bottles of Whitbread pale ale and a bottle of gin."

The most remarkable and sought-after ship in the Fleet Train arrived too late to serve during hostilities. She was the "floating brewery" Menestheus.

She, and the Agamemnon intended for service in South-East Asia Command, were former Blue Funnel Line vessels fitted out as fleet amenities ships.

On board, the Menestheus brewed mild ale and sold it in her Naafi bars at 9d a pint. Her 400-seat theatre ran a professional "topical tropical revue" entitled "Pacific Show Boat" in which the RN School of Music Theatre Orchestra featured. It was a sort of sea-going "It Ain't Half Hot Mum".

In addition Menestheus had a restaurant, library and shops. The last word in Fleet Train development, she left for the UK in 1946, her owners' pressure for her return outweighing the attempts by Admiral Fraser to retain her and the Americans to buy her for themselves.

Zippo

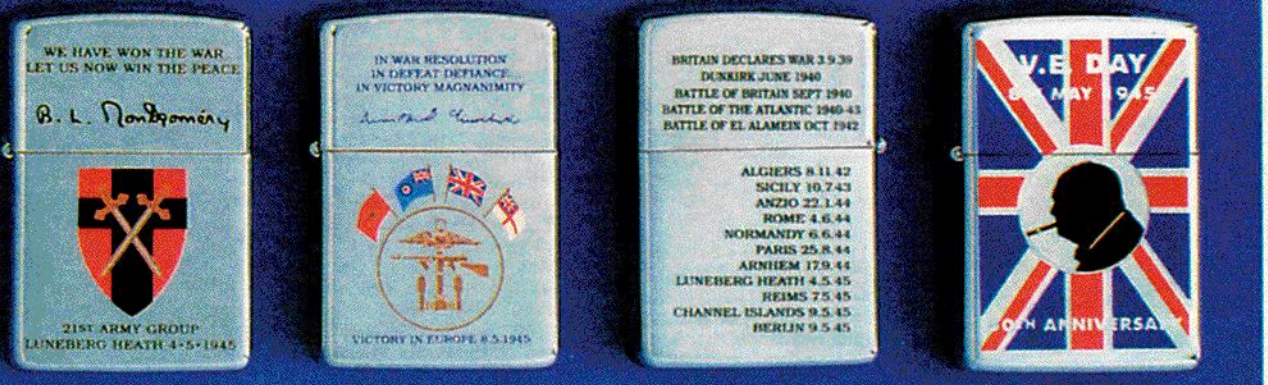
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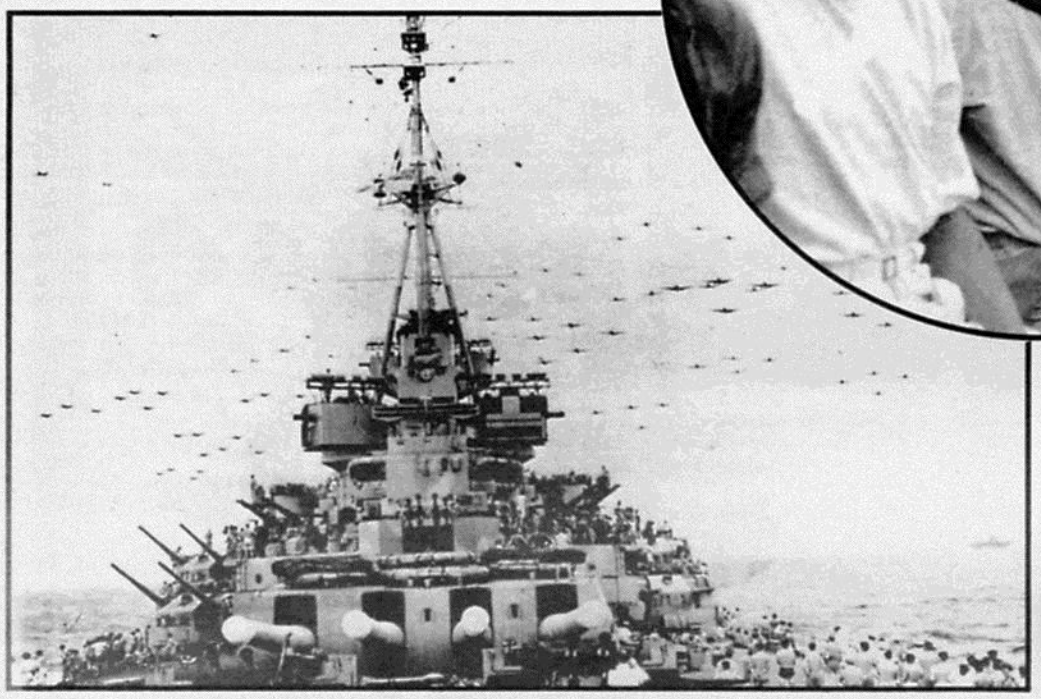
Moment of joy as a member of the British liberation forces, PO John Wright-Brown is reunited with his wife and sees his five-year-old daughter for the first time. Mrs Wright-Brown and her daughter, Elizabeth-Ann, had been prisoners of the Japanese in Hong Kong. The five-year-old is devouring the contents of a haversack — the first British food she had ever seen.



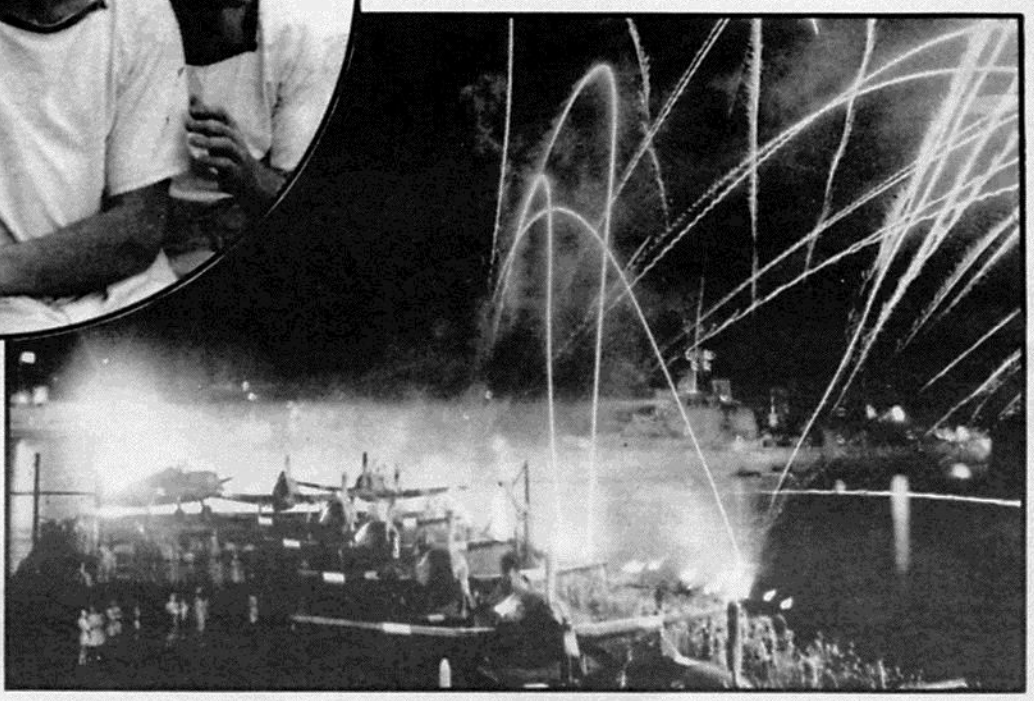


ABOVE: Waving captured Samurai swords and flags, sailors and Royal Marines show their high spirits on capturing Kai Tak airstrip in Hong Kong.

LEFT: The tension ends, and for these sailors it's time for a laugh at an open-air show on Guam Island.



More than 1,000 Allied aircraft overfly HMS Duke of York as the battleship heads for Tokyo for the surrender ceremony.



Ships of the British East Indies Fleet are lit up by star-shell during VJ Night celebrations in Trincomalee harbour.

SURRENDER

● From previous page

your Avengers came over our camp and dropped the food... Everything which you and your men dropped to us was saved, even those that dropped in the bay — we saved all. The personal items the men sent were wonderful."

Although the formal surrender took place on September 2, the Emperor's forces were spread widely throughout the Pacific and South-East Asia, where the process of capitulation continued well into September.

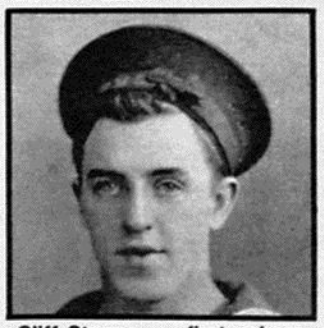
Singapore

Enemy forces in Sumatra were surrendered on board the cruiser HMS London on August 31, and the surrender of Penang, Malaya, was accepted in the battleship HMS Nelson on September 2.

Two days later Singapore's surrender took place on board the cruiser HMS Sussex. AB Cliff Stones, a gunlayer in Sussex's escort, HMS Rotherham, recalls the ship's entry into Singapore preceded by six Japanese minesweepers.

Rotherham, under her CO, Capt Hilary Biggs, was ordered to proceed to the naval base and accept its surrender. "Capt Biggs, not knowing whether the Japanese ships would open fire on him, gave orders for the battle ensign to be hoisted and the ship's company to be at action stations," said Cliff Stones.

In the event Rotherham's entry proved peaceful. "As we approached the jetty, among my other duties I was buoy-jumper, and when the ship was near enough I jumped ashore to make fast the stern line before running down the jetty to take the bow lines.



Cliff Stones ... first ashore at Singapore naval base.

"Thus I became the first (free) British subject to set foot on Singapore naval base for three years and seven months."

On September 6 the Japanese surrendered their forces in the Bismarck and Solomon Islands and New Guinea on board the carrier HMS Glory off Rabaul.

Capitulation in Formosa came on September 9, and the cruiser HMS Argonaut was among the ships sent to help repatriate POWs held on the island.

Lt Bill Procter RNVR was struck by their emaciated appearance. "They came on board for a meal and general bonhomie. It fetches tears to my eyes even now to think of it."

From there Argonaut steamed up the Yangtse River to Shanghai where Bill Procter for the first time encountered a shape of the future — canned beer, on board an American landing craft.

All remaining Japanese forces in South East Asia surrendered to Lord Louis Mountbatten in Singapore on September 12. Four days later, with Admiral Fraser and HMS Duke of York at Hong Kong, the formal surrender of the Crown Colony was accepted. In fact, the first British ships had reached Hong Kong 17 days before.

One of them was the cruiser HMS Swiftsure. Her navigating officer was Lt Cdr John Wells who remembers that in company with HMS Euryalus they landed 500 sailors and Royal Marines "armed to the teeth."

"On arrival at the jetty they were met by an obsequious Japanese officer only too keen to discuss surrender."

On board the new battleship HMS Anson, AB David Howe saw Canadian and Indian former prisoners of war embarked. "They were in such an emaciated state that at first they were too weak to stand, and could only be fed diluted condensed milk and sugared water."

The recovery from a war that had left 50 million people dead would be long and difficult, and the scars would not heal easily. For many, they have not healed yet. But at least the killing had stopped — and that was something to celebrate.

Prime Minister Winston Churchill was once asked by President Roosevelt what name should be given to the war. Churchill replied, "The Unnecessary War" — because never had there been a war which could have been more easily prevented.

Two small ribbons on the breast of Rear Admiral Uzumi, the Japanese officer who signed the surrender of Penang, seemed a symbol of the waste and senselessness of what ruthless ambition had inflicted on humanity. The ribbons were those of Britain's Distinguished Service Cross and the Allied Victory Medal, both of which Admiral Uzumi had received for gallantry and service as a friend of the United Kingdom, fighting in a war which had ended just 27 years before.



Rear Admiral Uzumi surrenders Japan's forces in Penang on board HMS Nelson, Vice Admiral H.T.C. Walker's flagship.

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